SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

PORTLAND DIVISION

121

To Take Effect Tuesday, September 15, 1931, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

F. L. BURCKHALTER,
General Manager.

R. L. RUBY,
Superintendent of Transportation.

L. U. MORRIS,
Assistant General Manager.

E. L. KING,
Superintendent.

EASTWARD MEDFORD SUBDIVISION WESTWARD

	SECOND CLASS		FIRST CLASS						FIRST CLASS		SECOND CLASS	
Capacity of sidings in car lengths	224	282	34	8	Distance from San Francisco via Marysville		Time Table No. 121 September 15, 1931	Distance from Roseburg	33	7	281	223
	Freight	Local Freight	Oregonian	Shasta					Oregonian	Shasta	Local Freight	Freight
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily
Yard BKWOTP	8.00 AM	6.00 AM	5.55 PM	11.37 AM	429.1		TO-R ASHLAND 5.5	143.5	s 9.40 AM	s 6.40 PM	10.05 AM	10.25 PM
70 P	8.15	6.15	s 6.05	11.46	434.6		TALENT 2.4	138.0	s 9.27	6.30	9.45	10.10
23	8.25	6.25	f 6.10	11.50	437.0		PHOENIX 1.4	135.6	f 9.21	6.24	9.35	10.00
					438.4		GAS WORKS 0.4	134.2				
					438.8		VOORHIES 1.9	133.8				
100	8.45	6.35	**6.17**	11.56 AM	440.7		KANE 1.1	131.9	9.14	**6.17**	9.20	9.45
136 Yard KWP	**9.10**	8.00	s 6.30	s 12.01 PM	441.8		TO MEDFORD 3.9	130.8	s **9.10**	s 6.10	**9.10**	9.40
70	9.20	**8.15**	s 6.39	12.10	445.7		TO CENTRAL POINT 2.0	126.9	s 8.48	6.00	**8.15**	9.20
					447.7		SEVEN OAKS 2.5	124.9				
27 P	9.35	**8.41**	6.46	12.16	450.2		TOLO 7.0	122.4	**8.41**	5.53	7.45	9.10
46 WP	9.55	9.00	s 6.58	12.27	457.2		TO GOLD HILL 7.7	115.4	s 8.29	5.41	7.00	8.55
58 P	10.15	9.20	f 7.10	12.37	464.9		ROGUE RIVER 9.0	107.7	s 8.15	5.30	6.25	8.40
70 BKWTP	10.40	9.45 AM	s 7.30	s 12.50	473.9		TO-R GRANTS PASS 4.3	98.7	s 8.00	s 5.18	6.00 AM	8.20
75 P	10.55		7.40	12.59	478.2		DIMMICK 4.3	94.4	7.37	5.05		8.05
40 P	11.10		f **7.49**	1.07	482.5		MERLIN 4.9	90.1	s 7.27	4.57		**7.49**
90 P	11.25		f 8.00	1.15	487.4		HUGO 6.7	85.2	s 7.17	4.48		7.20
70 P	11.50 AM		f 8.15	1.28	494.1		TO LELAND 4.5	78.5	s 7.02	4.34		7.00
67 P	12.05 PM		8.25	1.38	498.6		POLLARD 3.4	74.0	6.51	4.24		6.46
92 P	12.20		f 8.32	1.44	502.0	A. B. S.	WOLF CREEK 5.9	70.6	s 6.44	4.18		6.35
72 KWOTP	12.50		s 8.52	s 1.59	507.9		TO-R GLENDALE 1.8	64.7	s 6.31	s 4.05		6.15
9					509.7		LYSTUL 2.3	62.9				
76 P	1.24		9.00	2.06	512.0		REUBEN 4.5	60.6	6.17	3.57		6.00
63 P	1.50		f 9.15	2.18	516.5		BRANDT 5.2	56.1	f 6.05	3.46		5.40
80 WTP	2.10		f 9.29	2.30	521.7		TO WEST FORK 3.9	50.9	s 5.53	3.35		5.15
40 P	**2.39**		9.43	**2.39**	525.6		COW CREEK 5.8	47.0	5.42	3.25		4.55
47 P	**3.11**		f 9.58	2.53	531.4		PECK 4.1	41.2	f 5.28	**3.11**		4.30
67 P	3.28		f 10.08	**3.02**	535.5		BYERS 4.8	37.1	f 5.18	**3.02**		4.10
33 P	**3.50**		10.19	3.13	540.3		CORNUTT 3.9	32.3	5.08	2.50		**3.50**
67 P	4.00		s 10.28	3.18	544.2		TO RIDDLE 5.1	28.4	s 5.02	2.45		3.35
67 P	4.15		10.37	**3.25**	549.3		WEAVER 1.1	23.3	4.51	2.37		**3.25**
22 WP	4.20		s 10.40	3.27	550.4		TO MYRTLE CREEK 4.5	22.2	s 4.49	f 2.35		3.10
97 P	4.35		10.51	3.35	554.9		DOLE 2.8	17.7	s 4.39	2.26		2.55
					557.7		ROUND PRAIRIE 4.3	14.9				
69 P	4.55		f 11.04	3.47	562.0		TO DILLARD 4.3	10.6	s 4.27	2.15		2.35
(Spur 19) P					566.3		CARNES 1.4	6.3				
45 P	5.10		11.17	3.57	567.7		GREEN 4.9	4.9	4.15	2.05		2.20
Yard BKWOTP	5.25 PM		s 11.30 PM	s 4.08 PM	572.6		TO-R ROSEBURG	0.0	4.05 AM	1.55 PM		2.05 PM
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			(143.5)		Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily
	(9.25) 15.24	(3.45) 11.95	(5.35) 25.70	(4.31) 31.77			..............Time over District.............. ....Average Speed per Hour.........		(5.35) 25.70	(4.45) 30.21	(4.05) 10.97	(8.20) 17.22

ADDITIONAL FLAG STOPS: Nos. 33 and 34 Dad's Creek M. P. 529.5. Nos. 7 and 8 stop Gold Hill, West Fork and Oakland to entrain or detrain passengers to or from points west of Ashland.

At Ashland Shasta Division first-class schedules and train orders referring to such schedules apply at the west switch of siding. Portland Division first-class schedules and train orders referring to such schedules apply at the east switch of siding. The main track at Ashland between the east and west switches of the siding may be used by any first-class train if track is known to be clear. Siding is first track to right of main track going east and extends from switch opposite 7th Street 262 feet east of section house to switch 150 feet east of freight house.

EASTWARD SPRINGFIELD SUBDIVISION WESTWARD

	SECOND CLASS	FIRST CLASS						FIRST CLASS		SECOND CLASS
Capacity of sidings in car lengths	224	34	8	Distance from San Francisco via Marysville		Time Table No. 121 September 15, 1931	Distance from Springfield Jct.	33	7	223
	Freight	Oregonian	Shasta					Oregonian	Shasta	Freight
	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily
Yard BKWOTP	5.20 AM	11.40 PM	4.15 PM	572.6		TO-R ROSEBURG 5.2	71.7	s 3.50 AM	s 1.50 PM	10.40 AM
67 P	5.35	11.51 PM	4.25	577.8		WINCHESTER 3.6	66.5	f 3.37	1.39	10.15
67 P	5.45	f 12.01 AM	4.31	581.4		WILBUR 2.5	62.9	f 3.28	1.31	9.55
				583.9		DEADY 2.5	60.4			
58 P	6.00	f 12.10	4.38	586.4		TO SUTHERLIN 2.7	57.9	f 3.15	1.23	9.40
63 WP	6.15	f 12.17	4.42	589.1		TO OAKLAND 6.3	55.2	f 3.05	1.19	9.30
43 P	6.30	12.29	4.52	595.4		ISADORA 2.1	48.9	2.53	1.09	9.10
65 TP	6.40	12.35	4.57	597.5		RICE HILL 6.2	46.8	2.48	1.05	9.00
74 P	7.05	f 12.50	5.10	603.7		TO YONCALLA 5.3	40.6	f 2.33	12.51	8.40
78 WYP	7.25	f 1.02	f 5.18	609.0		TO DRAIN 1.2	35.3	s 2.20	f 12.43	8.25
				610.2		KREWSON 1.5	34.1			
36 P	7.35	f 1.08	5.22	611.7		LEONA 1.5	32.6	f 2.10	12.40	8.10
67 P	**7.55**	1.12	5.25	613.2		SAFLEY 2.0	31.1	2.06	12.37	**7.55**
	8.05	f 1.15	5.28	615.2	A. B. S.	ANLAUF 0.9	29.1	f 2.03	12.34	7.40
18		f 1.18	5.30	616.1		CURTIN 1.8	28.2	f 2.01	12.32	
46 P	8.20	f 1.21	5.33	617.9		COMSTOCK 4.0	26.4	f 1.57	12.30	7.25
91 YP	8.40	f 1.34	5.43	621.9		DIVIDE 1.0	22.4	f 1.47	12.22	7.05
(Spur) 10				622.9		VEATCH 1.4	21.4			
9				624.3		MONETT 0.7	20.0			
27 P	9.00	f **1.41**	5.48	625.0		LATHAM 1.5	19.3	f **1.41**	12.18	6.55
52 WP	9.20	s 1.55	s 5.53	626.5		TO COTTAGE GROVE 2.6	17.8	s 1.37	s 12.15	6.50
(Spur) 29		f		629.1		SAGINAW 1.5	15.2	f		
70 P	9.35	f 2.05	6.01	630.6		WALKER 4.9	13.7	f 1.22	12.06 PM	6.40
68 P	9.50	f 2.17	6.08	635.5		TO CRESWELL 5.4	8.8	f 1.11	11.59 AM	6.29
71 P	10.05	f 2.30	6.16	640.9		GOSHEN 3.4	3.4	f 1.00	11.49	6.14
I YP	10.20 AM	2.38 AM	6.24 PM	644.3		TO-R SPRINGFIELD JCT.	0.0	12.52 AM	11.42 AM	6.04 AM
	Arrive Daily	Arrive Daily	Arrive Daily			(71.7)		Leave Daily	Leave Daily	Leave Daily
	(5.00) 14.34	(2.58) 24.17	(2.09) 33.35			..............Time over District.............. ....Average Speed per Hour.........		(2.58) 24.17	(2.08) 33.61	(4.36) 15.59

SPRINGFIELD SUBDIVISION

	EASTWARD												Time Table No. 121 September 15, 1931		WESTWARD										
Capacity of sidings in car lengths	SECOND CLASS					FIRST CLASS					Distance from San Francisco via Marysville and Klamath Falls			Distance from Eugene Yard	FIRST CLASS					SECOND CLASS					
	246	224	90	202	248	8	6	18	16	34					33	17	7	5	15	223	201	247	245	89	203
	Local Freight	Freight	Mixed	Freight	Local Freight	Shasta	Klamath	Cascade	West Coast	Oregonian					Oregonian	Cascade	Shasta	Klamath	West Coast	Freight	Freight	Local Freight	Local Freight	Mixed	Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Mon. Wed., Fri.	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Tues. Thurs., Sat.	Arrive Daily
Yard BKWOP				3.00 AM			1.10 PM	8.37 AM	12.57 AM		528.4		TO-R CRESCENT LAKE 3.7	97.1		4.45 AM		s 5.00 PM	s 2.35 AM		1.50 PM				6.00 AM
100 P				3.10			f 1.17	8.43	1.02		532.1		ODELL LAKE 4.6	93.4		4.36		f 4.52	2.26		1.40				5.50
155 WYP				3.20			s **1.26**	8.51	f 1.09		536.7		TO CASCADE SUMMIT 4.1	88.8		4.27		s 4.42	f 2.17		**1.26**				5.35
77 P				3.35			f 1.34	8.59	1.18		540.8		ABERNETHY 5.2	84.7		4.16		f 4.26	2.05		12.50				5.10
106 WP				**4.05**			f 1.45	9.10	1.29		546.0		CRUZATTE 5.3	79.5		**4.05**		f 4.07	1.53		12.30				4.50
76 P				**4.30**			f 1.56	9.21	**1.39**		551.3		FRAZIER 3.5	74.2		3.52		f 3.50	**1.39**		12.10 PM				**4.30**
106 YP				4.45			f 2.05	9.30	1.50		554.8		FIELDS 5.6	70.7		3.41		f 3.37	1.23		11.53 AM				4.04
81 WP				5.05			f 2.17	9.42	2.02		560.4		TO WICOPEE 3.8	65.1		**3.28**		f 3.22	1.09		11.30				**3.28**
106 P				5.20			f 2.25	9.50	2.10		564.2		HEATHER 5.1	61.3		3.19		f 3.13	1.01		11.05				2.45
108 WP				5.35			f 2.35	10.00	**2.20**		569.3		TO McCREDIE SPRINGS 6.0	56.2		3.08		f 3.00	f 12.50		10.45				**2.20**
78 P				5.55			f **2.47**	**10.12**	2.32		575.3		PRYOR 5.2	50.2		2.55		f **2.47**	12.36		**10.12**				1.40
YardBKWOYP				6.30	5.00 AM		s 3.00	10.23	s **2.43**		580.5		TO-R OAKRIDGE 2.2	45.0		**2.43**		s 2.30	s 12.24		9.40	1.45 PM			1.20
P				6.40	5.15		s 3.05	10.27	f 2.53		582.7		TO WESTFIR 0.8	42.8		2.29		s 2.15	f 12.14		8.35	1.15			12.48
67 P				6.45	5.20						583.5		HEMLOCK 2.1	42.0							8.25	12.55			12.45
60 P				6.50	5.30		3.11	10.31	2.57		585.6		LOOKOUT 5.3	39.9		2.25		2.08	12.08		8.10	12.30 PM			12.41
81 P				7.05	5.50		3.19	10.39	3.05		590.9	A. B. S.	LAWLER 1.2	34.6		2.18		1.58	12.01 AM		7.55	11.40 AM			12.32
(Spur 10)							f 3.21	10.41	3.07		592.1		ARMET 3.8	33.4		2.16		f 1.56	11.59 PM						
61 P				7.15	6.00		f 3.28	**10.47**	3.12		595.9		RESERVE 3.0	29.6		2.11		f 1.50	11.53		7.43	**10.47**			12.20
				7.25	6.10		3.34	10.52	3.16		598.9		LANDAX 1.9	26.6		2.06		1.45	11.49		7.35	10.15			12.13
81 WP				**7.30**	6.15		3.38	10.55	3.19		600.8		CARTER 2.5	24.7		2.03		1.42	11.46		**7.30**	10.00			12.10
29 P				7.35	6.25		s 3.44	10.59	3.22		603.3		TO LOWELL 2.1	22.2		1.59		s 1.38	11.42		7.10	9.45			12.05
104 P				7.40	6.35		f 3.49	11.02	3.25		605.4		PENGRA 3.0	20.1		1.56		f 1.32	11.39		7.05	9.25			12.01 AM
				7.47	6.41		f 3.54	11.07	3.29		608.4		FALL CREEK 1.7	17.1		1.51		f 1.25	11.35		6.57	9.15			11.55 PM
60 P				7.51	**6.55**		f 3.57	11.10	3.32		610.1		HILLS 1.8	15.4		1.48		f 1.20	11.32		**6.55**	9.05			11.51
32 P				7.55	7.00		f 4.00	11.13	3.35		611.9		JASPER 2.2	13.6		1.45		f 1.16	11.29		6.50	9.00			11.46
81 P				8.00	7.10		f 4.04	11.17	3.39		614.1		NATRON 3.9	11.4		1.41		f 1.11	11.26		6.43	8.40			11.41
P	1.15 PM			8.10	7.20		4.10	11.22	3.44		618.0		MOHAWK JCT. 1.4	7.5		1.36		1.05	11.21		6.33	8.20	9.20 AM		11.33
Yard WYP	1.20		10.10 AM	**8.15**	**8.00**		s 4.15	11.25	3.47		619.4		TO-R SPRINGFIELD 1.2	6.1		1.34		s 1.02	11.19		6.29	**8.15** **7.15**	9.15	11.10 AM	11.29
IYP	1.26	10.20 AM	10.15	8.20	8.05	6.24 PM	4.17	11.27	3.49	2.38 AM	620.6		TO-R SPRINGFIELD JCT. 3.0	4.9	12.52 AM	1.32	11.42 AM	12.57	11.17	6.04 AM	6.25	7.09	9.10	11.04	11.25
Yard BKWP						s 6.40	s 4.35	s **11.35** 11.40	s 4.08	s 3.00	623.6		R EUGENE 1.9	1.9	s 12.45	s 1.25	s **11.35**	s 12.50	s 11.10						
Yd.BKWOTYP	1.45 PM	10.40 AM	10.35 AM	8.45 AM	8.30 AM	6.45 PM	4.40 PM	11.45 AM	4.13 AM	3.05 AM	625.5		TO-R EUGENE YARD	0.0	12.24 AM	1.09 AM	11.19 AM	12.33 PM	10.50 PM	5.45 AM	6.00 AM	6.50 AM	8.50 AM	10.45 AM	11.00 PM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Mon., Wed. & Fri.	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(97.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Tues. Thurs., Sat.	Leave Daily
	(0.30) 15.00	(0.20) 14.70	(0.25) 14.66	(5.45) 16.89	(3.30) 12.86	(0.21) 14.00	(3.30) 27.74	(3.08) 30.99	(3.16) 29.82	(0.27) 10.89			............Time over District.............. ....Average Speed per Hour..........		(0.28) 10.50	(3.36) 26.97	(0.23) 12.78	(4.27) 21.82	(3.45) 25.89	(0.19) 15.47	(7.50) 12.40	(6.55) 6.51	(0.30) 15.00	(0.25) 14.64	(7.00) 13.87

Rule S-72—Exceptions: No. 34 is superior to Nos. 15 and 17. Nos. 16 and 18 are superior to No. 33. No. 6 is superior to No. 7. No. 8 is superior to No. 5.

ADDITIONAL FLAG STOPS: Nos. 5 and 6 Signal M. P. 598.2. Salt Creek Falls M. P. 543.

No. 15 stop on flag between Eugene and Westfir to entrain passengers for Klamath Falls and west.

No. 16 stop to detrain passengers from Klamath Falls and west.
At Crescent Lake Shasta Division first-class schedules and train orders referring to such schedules apply at the west switch of the passenger siding. Portland Division first-class schedules and train orders referring to such schedules apply at the east switch of the passenger siding. The main track at Crescent Lake between the east and west switches of the passenger siding may be used by any first-class train if track is known to be clear. Passenger siding is track between main track and station building.

	EASTWARD		Time Table No. 121 September 15, 1931 Wendling Branch		WESTWARD
Capacity of sidings in car lengths	SECOND CLASS	Distance from San Francisco		Distance from Mohawk Jct.	SECOND CLASS
	246				245
	Local Freight				Local Freight
	Leave Daily Ex. Sunday		STATIONS		Arrive Daily Ex. Sunday
Yd. KOYP	11.30 AM	662.3	TO-R WENDLING 2.6	15.7	10.45 AM
(Spur)	11.40 AM	659.7	HYLAND 1.1	13.1	10.30
45 WP	12.10 PM	658.6	TO MARCOLA 3.6	12.0	10.20
11	12.25	655.0	DONNA 3.5	8.4	10.00
33	12.40	651.5	YARNELL 2.2	4.9	9.45
	12.55	649.3	HENDRICKS 2.7	2.7	9.30
P	1.15 PM	646.6	R MOHAWK JCT.	0.0	9.20 AM
	Arrive Daily Ex. Sunday		(15.7)		Leave Daily Ex. Sunday
	(1.45) 8.97		..............Time over District.............. ....Average Speed per Hour..........		(1.25) 11.08

EASTWARD

BROOKLYN SUBDIVISION

Time Table No. 121

September 15, 1931

Capacity of sidings in car lengths	SECOND CLASS							FIRST CLASS							Distance from San Francisco via Marysville	STATIONS		
	220	232	238	202	226	228	234	8	6	352	18	142	16	34				
	Freight	Local Freight	Local Freight	Freight	Local Freight	Local Freight	Local Freight	Shasta	Klamath	Motor	Cascade	Passenger	West Coast	Oregonian				
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
YardBKWOYP	6.15 PM			12.40 PM		7.00 AM		6.45 PM	4.40 PM		11.45 AM		4.13 AM	3.05 AM	649.2	TO-R EUGENE YARD	3.8	
67 P	6.22			12.47		7.10		6.50	4.44		11.49		4.17	**3.09**	653.0	IRVING	6.9	
68 P	6.34			1.00		7.20		6.57	4.51		11.56		4.24	3.16	659.9	SWAIN	0.7	
36 WP	6.36			1.02		7.25		6.59	4.54		11.58 AM		f 4.27	f 3.19	660.6	TO JUNCTION CITY	4.5	
93 P	6.46			1.12		7.35		7.08	5.02		**12.08** PM		4.36	f 3.28	665.1	TO HARRISBURG	5.6	
67 P	6.56			1.22		7.45		7.15	5.09		12.15		4.43	3.35	670.7	FOLK	3.1	
98 P	7.02			1.28		7.50		7.19	f 5.15		12.20		4.47	f 3.39	673.8	TO HALSEY	5.2	
106 WP	7.11			**1.40**		8.00		7.26	5.22		12.27		4.54	3.46	679.0	TO SHEDD	5.6	
106 P	7.21			1.50		8.10		7.32	f 5.29		12.33		5.00	3.52	684.6	TANGENT	5.3	
P	**7.38**			1.58		8.20		**7.38**	5.36		12.40		5.07	3.58	689.9	PAGE	1.0	
YardBKWOYP	7.55			2.05		8.30		s 7.45	s 5.43		s **12.47**		s 5.14	s 4.08	690.9	TO-R ALBANY	4.5	
100 P	8.10			2.17		8.40		7.53	5.52		12.57		5.23	4.16	695.4	MILLERSBURG	4.1	
104 P	**8.26**			2.25		8.50		7.58	5.57		1.02		5.28	f 4.22	699.5	TO JEFFERSON	4.7	
68 WP	8.36			**2.35**		9.00		**8.03**	6.02		1.08		5.34	f 4.28	704.2	TO MARION	6.5	
108 P	8.46			2.45		9.10		8.10	6.09		1.15		5.41	f 4.36	710.7	TO TURNER	6.7	
67 P	**9.16**			3.00		**9.40**		8.18	6.17		1.24		5.51	4.45	717.4	PRINGLE	0.8	
YardBKWOYP	9.20			3.05		9.55		s 8.25	s 6.24		s 1.29		s 5.56	s 4.55	718.2	TO-R SALEM	0.6	
P	9.25			3.10		10.00		8.28	6.27		1.32		5.58	4.58	718.8	LEMROCK	1.5	
67 P	9.30			3.15		**10.05**		8.32	6.31		1.36		6.02	5.02	720.3	FAIR GROUNDS	1.9	
88 P	9.35			3.20		10.10		8.35	6.34		**1.39**		6.05	5.05	722.2	LABISH	1.1	
26 P	9.40			3.25		10.15		8.37	6.35		1.41		6.07	f 5.07	723.3	CHEMAWA	3.6	
105 P	**9.52**			3.31		**10.30**		8.41	f 6.40		1.45		6.11	5.12	726.9	TO BROOKS	5.2	A. B. S.
67 P	10.05			3.40		10.45		f **8.47**	6.46		1.51		6.17	f 5.20	732.1	TO GERVAIS	2.4	
70 P	10.10			3.53		**11.05**		8.51	6.49		1.55		6.21	5.24	734.5	POPLAR	0.7	
Yard WOYP	10.15			4.05	12.05 PM	11.30		8.54	s **6.54**		1.59		f 6.26	s 5.30	735.2	TO-R WOODBURN	3.6	
46 P	10.23			4.15	12.15	11.40		8.59	6.59		2.05		6.32	5.36	738.8	TO HUBBARD	2.8	
68 P	10.29			4.20	12.25	11.45		9.03	7.03		2.08		6.35	5.39	741.6	HITO	1.6	
11 P	10.33			4.25	12.30	11.50		9.06	7.06		2.11		6.38	s 5.43	743.2	AURORA	2.0	
35 P	10.37			4.30	12.35	11.55 AM		9.10	7.09		2.14		6.42	5.47	745.2	BARLOW	1.6	
36 WP	10.41			4.35	**12.47**	12.01 PM		9.12	f 7.13		2.17		f 6.46	f 5.51	746.8	TO CANBY	0.6	
75 P	**10.49**			4.40	12.55	12.05		**9.13**	7.14		2.18		6.47	5.52	747.4	FLANDER	2.7	
(Spur 10)	11.15			4.50	1.04	12.10		9.18	7.19		2.23		6.52	5.57	750.1	NEW ERA	0.7	
67 P	**11.38**			4.55	1.06	**12.38**		9.20	7.21		2.25		6.54	5.59	750.8	COALCA	2.1	
27 P	11.55 PM			5.05	1.15	12.45		9.25	7.26		2.29		6.58	6.03	752.9	PULP	2.6	
118 WP	12.01 AM			5.12	2.00	1.00		9.29	f 7.34		2.33		f 7.04	s 6.09	755.5	TO OREGON CITY	0.6	
I															756.1	W. V. R. CROSSING	1.2	
								9.33	7.38		2.37		7.09	6.14	757.3	PARK PLACE	2.7	
65 P	12.15			5.25	2.20	1.13		9.39	**7.47**		2.42		7.15	f 6.20	760.0	CLACKAMAS	4.1	
76 P	12.22			5.32	**2.48**	1.20		9.44	7.55		**2.48**		7.20	6.25	764.1	EAST MILWAUKIE	1.1	
P	12.25	9.35 PM	7.20 PM	5.40	3.05	1.25	11.35 AM	9.46	7.58	4.37 PM	2.50	12.28 PM	7.22	6.27	765.2	WILLSBURG JCT.	0.8	
	12.27	9.37	7.22	5.42	3.07	1.27	11.37	9.47	8.02	4.39	2.52	12.29	7.24	6.29	766.0	REED	0.9	
Yd.BKWOTP	12.30 AM	9.40 PM	7.25 PM	**5.45** PM	3.10 PM	1.30 PM	11.40 AM	9.50	8.05	4.42	2.55	f12.32	7.27	6.32	766.9	TO-R BROOKLYN	2.3	
IP								**10.00**	**8.19**	4.54	3.07	12.42	**7.40**	6.45	769.2	CLAY STREET	0.5	Double Track
								s 10.05	s 8.24	s 4.57	3.10	s12.48	s 7.45	s 6.49	769.7	EAST MORRISON ST.	1.3	
BKIP								s 10.15 PM	s **8.35** PM	s 5.05 PM	s 3.20 PM	s 1.00 PM	s **7.55** AM	s 7.00 AM	771.0	TO-R PORTLAND	(121.8)	
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
	(6.15) 18.83	(0.05) 20.40	(0.05) 20.40	(5.05) 23.15	(3.05) 10.28	(6.30) 18.11	(0.05) 20.40	(3.30) 34.80	(3.55) 31.10	(0.28) 12.43	(3.35) 33.99	(0.32) 10.88	(3.42) 32.92	(3.55) 31.10		..............Time over District ....Average Speed per Hour		

Rule S-72—Exceptions: Nos. 6, 34, 16 and 18, are superior to Nos. 141 and 351; Nos. 142 and 352 are superior to Nos. 5 and 7. SEE page 7 for Tallman Line trains using siding between Page and Albany and page 12 for Falls City Line trains between Salem and Lemrock. Falls City Line trains may run ahead of delayed Main Line First Class trains between Salem and Lemrock without an order to do so. Eastward second class and extra trains may run ahead of Nos. 142 and 352 Willsburg Jct. to Brooklyn without an order to do so.

Nos. 6, 34 and 16 will stop to detrain passengers from west of Eugene. No. 8 will stop at Oregon City and Woodburn to detrain passengers from west of Ashland. No. 142 reduce speed Brooklyn, exchange company mail.

	Time Table No. 121 September 15, 1931	Distance from Portland	FIRST CLASS							SECOND CLASS							
			351	7	141	5	15	33	17	231	233	227	225	219	203	201	237
			Motor	Shasta	Passenger	Klamath	West Coast	Oregonian	Cascade	Local Freight	Local Freight	Local Freight	Local Freight	Freight	Freight	Freight	Local Freight
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Saturday
A. B. S.	TO-R EUGENE YARD 3.8	121.8		11.19AM		12.33PM	10.50PM	12.24AM	1.09AM			3.45PM		4.30PM	10.15PM	3.25AM	
	IRVING 6.9	118.0		11.14		12.29	10.45	f 12.17	1.04			3.30		4.20	10.05	**3.09**	
	SWAIN 0.7	111.1		11.07		12.22	10.38	12.07	12.57			3.10		4.08	9.53	2.53	
	TO JUNCTION CITY 4.5	110.4		11.04		f 12.19	10.35	s 12.04AM	12.55			3.05		4.05	9.50	2.50	
	TO HARRISBURG 5.6	105.9		10.55		f **12.08**	10.27	s 11.54PM	12.47			2.50		3.55	9.40	2.41	
	FOLK 3.1	100.3		10.47		12.01PM	10.20	11.45	12.41			2.30		3.45	9.31	2.31	
	TO HALSEY 5.2	97.2		10.43		f 11.57AM	10.16	s 11.40	12.37			2.14		3.40	9.25	2.25	
	TO SHEDD 5.6	92.0		10.37		11.50	10.10	s 11.32	12.31			**1.40**		3.30	9.15	2.15	
	TANGENT 5.3	86.4		10.30		11.44	10.04	s 11.25	12.25			1.25		3.20	9.05	2.05	
	PAGE 1.0	81.1		10.24		11.38	9.58	11.17	12.20			1.05		3.10	8.55	1.55	
	TO-R ALBANY 4.5	80.1		s 10.20		s 11.34	s 9.54	s 11.13	s 12.16			**12.47**		3.05	8.50	1.50	
	MILLERSBURG 4.1	75.6		10.08		11.24	9.42	10.53	12.05			12.15		2.55	8.35	1.40	
	TO JEFFERSON 4.7	71.5		f 10.02		11.18	9.37	s 10.47	12.01AM			12.01PM		2.45	**8.26**	1.30	
	TO MARION 6.5	66.8		9.56		11.12	9.32	s 10.40	11.55PM			11.45AM		**2.35**	**8.03**	1.20	
	TO TURNER 6.7	60.3		9.49		f 11.05	9.25	s 10.30	11.48			11.30		2.25	7.52	1.10	
	PRINGLE 0.8	53.6		**9.40**		**10.55**	**9.16**	10.20	11.40			**10.55**		2.05	7.40	12.58	
	TO-R SALEM 0.6	52.8		s 9.36		s 10.50	s 9.12	s 10.15	s 11.37			10.25	11.55AM	1.52	7.35	12.55	
	LEMROCK 1.5	52.2		9.28		10.42	9.04	10.07	11.30			10.10	11.50	1.46	7.33	12.51	
	FAIR GROUNDS 1.9	50.7		9.24		10.38	9.01	10.02	11.26			**10.05**	11.45	1.42	7.28	12.47	
	LABISH 1.1	48.8		9.21		10.35	8.58	9.59	11.23			10.00	11.40	**1.39**	7.24	12.43	
	CHEMAWA 3.6	47.7		9.20		f 10.34	8.57	s 9.57	11.22			9.55	11.35	1.32	7.22	12.41	
	TO BROOKS 5.2	44.1		9.16		**10.30**	8.53	s **9.52**	11.18			9.45	11.25	1.26	7.16	12.35	
	TO GERVAIS 2.4	38.9		f 9.10		10.24	**8.47**	s 9.44	11.12			9.35	11.15	1.17	7.07	12.27	
	POPLAR 0.7	36.5		9:06		10.20	8.41	9.40	11.08			9.30	**11.05**	1.12	7.02	12.22	
	TO-R WOODBURN 3.6	35.8		f 9.04		s 10.18	s 8.39	s 9.38	11.06			9.25	11.00	1.10	**6.54**	12.20	
	TO HUBBARD 2.8	32.2		8.58		f 10.12	8.32	s 9.31	11.01			9.15	10.40	1.03	6.48	12.06	
	HITO 1.6	29.4		8.54		10.09	8.28	9.26	10.58			9.05	10.30	12.58	6.44	12.01AM	
	AURORA 2.0	27.8		8.51		f 10.06	8.25	s 9.24	10.55			9.00	10.25	12.54	6.41	11.56PM	
	BARLOW 1.6	25.8		8.47		10.03	8.22	f 9.19	10.52			8.55	10.15	12.50	6.37	11.52	
	TO CANBY 0.6	24.2		8.45		**10.01**	8.20	s 9.16	10.50			8.50	**10.01**	**12.47**	6.34	11.49	
	FLANDER 2.7	23.6		**8.44**		10.00	8.19	**9.13**	**10.49**			**8.44**	9.15	12.45	6.33	11.48	
	NEW ERA 0.7	20.9		8.39		9.55	8.14	9.07	10.44			8.30	9.05	12.40	6.26	11.40	
	COALCA 2.1	20.2		8.37		9.53	8.12	9.05	10.42			8.28	9.00	**12.38**	6.24	**11.38**	
	PULP 2.6	18.1		8.32		9.48	8.07	9.00	10.38			8.20	8.45	12.33	6.18	11.33	
	TO OREGON CITY 0.6	15.5		**8.27**		s 9.43	s 8.02	s 8.55	10.33			8.10	**8.27**	12.28	6.12	11.28	
	W. V. R. CROSSING 1.2	14.9															
	PARK PLACE 2.7	13.7		8.22		9.37	7.54	s 8.47	10.28			8.00	8.10	12.23	6.07	11.23	
	CLACKAMAS 4.1	11.0		8.17		f 9.32	**7.47**	s 8.42	10.22			7.50	8.05	12.17	5.59	11.16	
	EAST MILWAUKIE 1.1	6.9		8.12		9.27	7.41	8.37	10.17			7.40	7.55	12.09	5.52	11.08	
	WILLSBURG JCT. 0.8	5.8	8.03AM	8.10	8.13AM	9.25	7.39	8.35	10.15	12.20AM	4.05AM	7.35	7.45	12.06	5.50	11.05	11.35PM
	REED 0.9	5.0	8.02	8.08	8.12	9.24	7.37	8.33	10.13	12.17	4.02	7.32	7.42	12.03	5.47	11.02	11.32
	TO-R BROOKLYN 2.3	4.1	8.00	8.06	8.10	9.22	7.35	8.31	10.10	12.15AM	4.00AM	7.30AM	7.40AM	12.01PM	**5.45**PM	11.00PM	11.30PM
Double Track	CLAY STREET 0.5	1.8	**7.50**	**7.55**	**8.00**	9.10	7.25	**8.20**	**10.00**								
	EAST MORRISON ST. 1.3	1.3	s 7.47	s 7.52	s 7.57	s 9.07	s 7.22	s 8.17	s 9.57								
	TO-R PORTLAND	0.0	**7.40**AM	**7.45**AM	**7.50**AM	9.00AM	7.15PM	**8.10**PM	9.50PM								
	(121.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Saturday
	Time over District Average Speed per Hour		(0.23) 15.13	(3.34) 34.15	(0.23) 15.13	(3.33) 34.31	(3.35) 33.99	(4.14) 28.89	(3.19) 36.67	(0.05) 20.40	(0.05) 20.40	(8.15) 14.27	(4.15) 11.45	(4.29) 26.25	(4.30) 26.16	(4.25) 26.65	(0.05) 20.40

Rule S-72—Exceptions: Nos. 6, 34, 16, and 18, are superior to Nos. 141 and 351; Nos. 142 and 352 are superior to Nos. 5 and 7.

See page 7 for Tallman Line trains using siding between Albany and Page, and page 12 for Falls City Line trains between Lemrock and Salem.
Falls City Line trains may run ahead of delayed Main Line First Class trains between Salem and Lemrock without an order to do so. Eastward Second Class and extra trains may run ahead of Nos. 142 and 352 Willsburg Jct. to Brooklyn without an order to do so.
Additional Flag Stop No. 141 Brooklyn to receive or discharge company material and mail. Nos. 5 and 15 stop on flag to entrain passengers for points west of Eugene.

MARSHFIELD SUBDIVISION

EASTWARD								WESTWARD		
Capacity of sidings in car lengths	SECOND CLASS 274 Mixed	SECOND CLASS 292 Local Freight	FIRST CLASS 504 Coos Bay	Distance from Eugene		Time Table No. 121 September 15, 1931 Coos Bay Branch STATIONS	Distance from San Francisco	FIRST CLASS 503 Coos Bay	SECOND CLASS 273 Mixed	SECOND CLASS 291 Local Freight
	Leave Tues., Thurs., Sat.	Leave Daily Ex. Sunday	Leave Daily					Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Daily Ex. Sunday
Yard BKWP	7.00 AM		1.35 AM	0.0	R	EUGENE 1.0	647.3	s 1.00 AM		
Yard BKWOYP		6.30 AM		1.0	TO-R	EUGENE YARD 1.0	648.3		2.40 PM	11.45 AM
			1.43	2.0		O. E. CROSSING 0.5	649.3	12.50		
69 P			1.44	2.5		SENECA 1.5	649.8	12.48		
P	7.15 AM	6.40	1.46	4.0	R	TRANSFER 0.3	651.3	12.45	2.25 PM	11.40
61		6.42	1.47	4.3		DANEBO 5.9	651.6	12.44		11.35
		7.00	f 1.58	10.2		MAYWOOD 3.0	657.5	f 12.27		
44 P		7.08	f 2.04	13.2		VENETA 1.6	660.5	s 12.20		11.05
			f	14.8		LONG TOM 2.2	662.1	f		
			f	17.0		SAILOR 1.0	664.3	f		
30 WP		7.20	f 2.14	18.0	TO	NOTI 3.0	665.3	f 12.08		10.45
		7.30	f 2.21	21.0		VAUGHN 3.2	668.3	f 12.01 AM		
20		7.40	f 2.27	24.2		FLAGG 1.2	671.5	f 11.54 PM		10.25
13 P			f 2.31	25.4		PENN 3.2	672.7	f 11.51		
30 P		7.55	f 2.38	28.6		WALTON 3.1	675.9	f 11.44		10.10
9 W			f	31.7		GLOBE 3.1	679.0	f		
			f 2.50	34.8		AUSTA 1.9	682.1	f 11.29		
9			f	36.7		LINSLAW 1.0	684.0	f		
60 P		8.15	f 2.58	37.7		RICHARDSON 3.1	685.0	f 11.22		9.40
			f 3.04	40.8		BEECHER 5.7	688.1	f 11.12		
47 WP		8.40	f 3.16	46.5		NEKOMA 3.3	693.8	f 11.01		9.10
60 P		**8.55**	f 3.25	49.8		SWISSHOME 3.5	697.1	f 10.53		**8.55**
13		9.20	f 3.33	53.3		RAINROCK 4.7	700.6	f 10.45		8.40
57 P		9.55	s 3.45	58.0	TO	MAPLETON 5.0	705.3	s 10.35		8.25
		10.10	f 3.58	63.0		BECK 2.1	710.3	f 10.22		8.10
			f 4.05	65.1		BETZEN 2.6	712.4	f 10.17		
60 WP		10.25	f 4.11	67.7		WENDSON 1.3	715.0	f 10.10		8.00
P		10.35	s 4.24	69.0	TO	CUSHMAN 1.7	716.3	s 10.07		7.45
20 P		10.50	f 4.30	70.7		SIBOCO 3.3	718.0	f 9.57		7.35
(Spur18) WP		11.20	f 4.41	74.0		CANARY 3.7	721.3	f 9.50		7.20
13 P		11.55 AM	s 4.52	77.7		SILTCOOS 2.2	725.0	s 9.42		7.05
(Spur 12)		12.10 PM	f 5.00	79.9		ADA 1.1	727.2	f 9.36		6.55
40 P		12.20	f 5.04	81.0		BOOTH 4.5	728.3	f 9.33		6.45
19 P		12.45	f 5.17	85.5		KROLL 2.3	732.8	f 9.23		6.30
18		1.00	f 5.22	87.8		BRENHAM 3.7	735.1	f 9.18		6.20
42 P		1.30	s 5.32	91.5		GARDINER 1.6	738.8	s 9.08		6.05
53 BKWP		2.30 PM	s 5.37 AM	93.1	TO-R	REEDSPORT	740.4	9.00 PM		6.00 AM
	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sunday	Arrive Daily			(93.1)		Leave Daily	Leave Mon., Wed., Fri.	Leave Daily Ex. Sunday
	(0.15) 16.00	(8.00) 11.51	(4.02) 23.08			..............Time over District.............. ....Average Speed per Hour..........		(4.00) 23.28	(0.15) 12.00	(5.45) 15.90

Second class trains and extras may run ahead of delayed first-class trains between Eugene Yard and Transfer without an order to do so.

EASTWARD							WESTWARD	
Capacity of sidings in car lengths	SECOND CLASS 294 Local Freight	FIRST CLASS 504 Coos Bay	Distance from Eugene		Time Table No. 121 September 15, 1931 Coos Bay Branch STATIONS	Distance from San Francisco	FIRST CLASS 503 Coos Bay	SECOND CLASS 293 Local Freight
	Leave Daily Ex. Sunday	Leave Daily					Arrive Daily	Arrive Daily Ex. Saturday
53 BKWP	4.00 PM	5.42 AM	93.1	TO-R	REEDSPORT 4.8	740.4	s 8.55 PM	11.59 PM
30	4.20	f 5.53	97.9		THARP 2.8	745.2	f 8.40	11.29
		f	100.7		WILLARD 4.1	748.0	f	
60 WP	5.00	s 6.10	104.8		LAKESIDE 7.2	752.1	s 8.25	11.05
13	5.30	f 6.25	112.0		HAUSER 2.5	759.3	f 8.10	10.30
		f	114.5		ROGERS 1.2	761.8	f	
60	5.45	f 6.33	115.7		COOS 2.6	763.0	f 8.02	10.20
60 P	6.00	s 6.45	118.3		NORTH BEND 2.8	765.6	s 7.55	10.00
P		s 7.00	121.1		CENTRAL AVENUE 0.5	768.4	s 7.45	
Yard BKWOYP	6.25 PM	s 7.05 AM	121.6	TO-R	MARSHFIELD 0.8	768.9	7.30 PM	9.00 PM
YP			122.4		MILL SPUR 1.6	769.7		
			124.0		CLEO 1.8	771.3		
			125.8		HAYDEN 0.8	773.1		
			126.6		INLET 4.6	773.9		
54 P			131.2		OVERLAND 6.0	778.5		
25 P			137.2		CEDAR POINT 0.5	784.5		
19			137.7		CUNNINGHAM 0.8	785.0		
52 BWP			138.5	TO	COQUILLE 2.8	785.8		
26			141.3		JOHNSON 0.3	788.6		
			141.6		G. H. CHANEY Logging R. R. Csg. 2.9	788.9		
41 P			144.5		NORWAY 0.9	791.8		
			145.4		YORK 2.0	792.7		
13 WTP			147.4	TO	MYRTLE POINT 1.7	794.7		
			149.1		ESTABROOK 3.3	796.4		
			152.4		BROADBENT 2.4	799.7		
43 P			154.8		WARNER 1.2	802.1		
			156.0		EMMONS 3.0	803.3		
P			159.0		REGAL 1.3	806.3		
41 YP			160.3		GAYLORD 5.9	807.6		
Yard BKWTP			166.2	TO-R	POWERS	813.5		
	Arrive Daily Ex. Sunday	Arrive Daily			(73.1)		Leave Daily	Leave Daily Ex. Saturday
	(2.25) 11.80	(1.23) 21.18			..............Time over District.............. ....Average Speed per Hour..........		(1.25) 20.12	(2.59) 9.55

Rule S-72.—Exceptions: No. 294 is superior to No. 293.

ADDITIONAL FLAG STOPS		
Train	At	
All	Cosmos	M. P. 692.7
All		M. P. 707.7
All		M. P. 714.5
All	School	M. P. 744.2
All	Bufo	M. P. 749.0
All	Helon	M. P. 756.4

EASTWARD										WESTWARD			
	SECOND CLASS							Time Table No. 121 September 15, 1931 Woodburn-Springfield Branch		SECOND CLASS			
Capacity of sidings in car lengths	98	96	334	288	226	Distance from San Francisco			Distance from Woodburn	97	337	93	289
	Mixed	Mixed	Local Freight	Local Freight	Local Freight					Mixed	Local Freight	Mixed	Local Freight
	Leave Tues., Thurs., Sat.	Leave Mon., Wed., Fri.	Leave Tues., Thurs., Sat.	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			STATIONS		Arrive Mon., Wed., Fri.	Arrive Mon., Wed., Fri.	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sunday
Yard WYP	11.45AM					645.0	TO-R	SPRINGFIELD	92.8	9.55AM			
								3.9					
(Spur 11)	11.57AM					648.9		ARMITAGE	88.9	9.40			
								3.5					
15	12.10PM					652.4		COBURG	85.4	9.20			
								7.9					
(Spur 10)	12.35					660.3		PRICEBORO	77.5	8.55			
								3.3					
12	12.46					663.6		ROWLAND	74.2	8.40			
								8.4					
9 PW	1.20					672.0	TO	BROWNSVILLE	65.8	8.15			
								6.3					
14	1.40					678.3		PLAINVIEW	59.5	7.52			
								4.1					
12	1.52					682.4		LOWSON	55.4	7.40			
								2.4					
13 YP	1.57	6.54AM	6.55AM	7.05AM		684.8	R	TALLMAN	53.0	7.30	10.40AM	2.43PM	3.55PM
								3.7					
24 KWP	2.22PM	7.05AM	7.20	7.15		688.5	ABS { TO-R	LEBANON	49.3	7.20AM	10.10	2.30PM	3.45
								4.3					
14			7.50	7.30		692.8		BREWSTER	45.0		9.35		3.35
								2.1					
15			8.00	7.40		694.9		GRIGGS	42.9		9.17		3.25
								2.5					
12			8.10	7.50		697.4		CRABTREE	40.4		9.00		3.15
								1.5					
(Spur 11)			8.25	7.55		698.9		GAINES	38.9		8.50		3.10
								1.7					
						700.6		GILKEY	37.2				
								2.3					
17			8.40	8.10		702.9	TO	WEST SCIO	34.9		8.35		2.55
								1.8					
WYP			8.50	8.20AM		704.7	R	SHELBURN	33.1		8.25		2.50PM
								2.2					
16			9.00			706.9		NORTH SANTIAM	30.9		8.15		
								1.4					
12			9.10			708.3		WEST STAYTON	29.5		8.00		
								3.8					
WP			9.30			712.1		AUMSVILLE	25.7		7.45		
								2.9					
29			9.45			715.0		SHAW	22.8		7.25		
								2.4					
16			10.00			717.4		MACLEAY	20.4		7.10		
								2.0					
YP			10.10AM		7.30AM	719.4	R	GEER	18.4		7.00AM		
								1.9					
19					7.40	721.3		PRATUM	16.5				
								1.7					
(Spur 10)					7.50	723.0		SWITZERLAND	14.8				
								4.3					
Yard WYP					9.00	727.3	TO	SILVERTON	10.5				
								2.3					
(Spur 11)					9.10	729.6		DOWNS	8.2				
								1.9					
28 P					9.20	731.5	TO	MT. ANGEL	6.3				
								2.2					
16					9.30	733.7		McKEE	4.1				
								4.1					
Yard WOYP					9.45AM	737.8	TO-R	WOODBURN	0.0				
	Arrive Tues., Thurs., Sat.	Arrive Mon., Wed., Fri.	Arrive Tues. Thurs., Sat.	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			(92.8)		Leave Mon., Wed., Fri.	Leave Mon., Wed., Fri.	Leave Tues., Thurs., Sat.	Leave Daily Ex. Sunday
	(2.37) 16.63	(0.11) 20.22	(3.15) 10.65	(1.15) 15.92	(2.15) 8.18			Time over District Average Speed per Hour		(2.35) 16.84	(3.40) 9.44	(0.13) 17.05	(1.05) 18.37

Rule S-72. Exceptions: No. 98 is superior to No. 93. Nos. 96 and 288 are superior to Nos. 97 and 337.

ADDITIONAL FLAG STOPS: All trains, Crocus M. P. 665.8, Irvinville M. P. 685.5.

Nos. 288, 289, 334 and 337 will carry passengers.

EASTWARD								WESTWARD	
	SECOND CLASS				Time Table No. 121 September 15, 1931 Yaquina Branch		SECOND CLASS		
Capacity of sidings in car lengths	278	264	Distance from San Francisco			Distance from Albany	263	277
	Local Freight	Mixed					Mixed	Local Freight
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
Yd. BKWOTP		7.00AM	774.3	TO-R	YAQUINA	83.4	1.30PM	
					2.0			
			772.3		OYSTERVILLE	81.4		
					5.7			
P			766.6		ALTREE	75.7		
					1.0			
30 WP		7.45	765.6	TO	TOLEDO	74.7	12.45	
					6.3			
			759.3		STORRS	68.4		
					2.8			
		8.15	756.5		ELK CITY	65.6	12.05PM	
					2.7			
		8.25	753.8		MORRISON	62.9	11.50AM	
					3.2			
13 P		8.40	750.6		CHITWOOD	59.7	11.35	
					5.4			
35		9.00	745.2		EDDYVILLE	54.3	11.15	
					6.3			
40		9.20	738.9		NORTONS	48.0	10.50	
					3.1			
			735.8		REDFERN	44.9		
					2.1			
33 WTP		9.40	733.7		NASHVILLE	42.8	10.30	
					5.2			
36 P		**10.05**	728.5	TO	SUMMIT	37.6	**10.05**	
					2.5			
9			726.0		DEVITT	35.1		
					2.8			
12 P		11.25	723.2		BLODGETT	32.3	8.30	
					1.2			
W			722.0		ALDER	31.1		
					3.6			
10			718.4		HARRIS	27.5		
					1.2			
			717.2		RUSSELL	26.3		
					1.3			
15 P		11.55AM	715.9		WRENS	25.0	7.50	
					5.6			
		12.15PM	710.3		NOON	19.4		
					0.9			
			709.4		FLYNN	18.5		
					0.9			
21 WP		12.30	708.5	TO	PHILOMATH	17.6	7.20	
					2.5			
			706.0		CONROY	15.1		
					2.9			
Yd. BKWOYP	2.15PM	1.10	703.1	TO-R	CORVALLIS	12.2	7.00	9.40AM
					1.0			
P	2.20	1.25	702.1		CORVALLIS JCT. (W.S.Crsg.)	11.2	6.40	9.35
					5.0			
25 P	2.35	1.50	697.1		GRANGER	6.2	6.23	9.20
					4.5			
			692.6		NORTH ALBANY	1.7		
					1.7			
Yd. BKWOYP	3.00PM	2.15PM	690.9	TO-R	ALBANY	0.0	6.00AM	9.00AM
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			(83.4)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(0.45) 16.27	(7.15) 11.50			Time over District Average Speed per Hour		(7.30) 11.12	(0.40) 18.29

See page 10 for additional trains between Corvallis and Corvallis Jct.

EASTWARD								WESTWARD		
	SECOND CLASS					Time Table No. 121 September 15, 1931 Tallman Branch		SECOND CLASS		
Capacity of sidings in car lengths	290	94	338	Distance from San Francisco			Distance from Albany	287	333	95
	Local Freight	Mixed	Local Freight					Local Freight	Local Freight	Mixed
	Leave Daily Ex. Sunday	Leave Tues., Thurs., Sat.	Leave Mon., Wed., Fri.			STATIONS		Arrive Daily Ex. Sunday	Arrive Tues. Thurs., Sat.	Arrive Mon., Wed., Fri.
13 YP	4.00PM	2.45PM	10.45AM	697.3	R	TALLMAN	8.8	7.03AM	6.53AM	6.53AM
						1.9				
14	4.06	2.51	10.51	695.4		GOLTRA	6.9	6.57	6.47	6.47
						1.7				
11	4.11	2.56	10.57	693.7		FRY	5.2	6.53	6.43	6.43
						2.2				
11	4.18	3.03	11.08	691.5		FROMAN	3.0	6.48	6.38	6.38
						2.0				
P	4.25	3.10	11.15	689.5 689.9		PAGE	1.0	6.44	6.34	6.34
						1.0				
Yd. BKWOYP	4.30PM	3.15PM	11.20AM	690.9	TO-R	ALBANY	0.0	6.40AM	6.30AM	6.30AM
	Arrive Daily Ex. Sunday	Arrive Tues., Thurs., Sat.	Arrive Mon., Wed., Fri.			(8.8)		Leave Daily Ex. Sunday	Leave Tues., Thurs., Sat.	Leave Mon., Wed., Fri.
	(0.30) 17.60	(0.30) 17.60	(0.35) 15.09			Time over District Average Speed per Hour		(0.23) 22.98	(0.23) 22.98	(0.23) 22.98

ADDITIONAL FLAG STOP: Cranor M. P. 696.4.

Nos. 287, 290, 333 and 338 will carry passengers.

EASTWARD							WESTWARD
	SECOND CLASS				Time Table No. 121 September 15, 1931 Geer Branch		SECOND CLASS
Capacity of sidings in car lengths	226	336	Distance from San Francisco			Distance from Geer	335
	Local Freight	Local Freight					Local Freight
	Leave Daily Ex. Sunday	Leave Mon., Wed., Fri.			STATIONS		Arrive Tues., Thurs., Sat.
Yd. BKWOYP	7.00AM	6.30AM	726.2	TO-R	SALEM	6.8	10.40AM
					3.6		
25	7.15	6.45	722.6		LACHMUND	3.2	10.25
					3.2		
24 YP	7.25AM	6.55AM	719.4	R	GEER	0.0	10.15AM
	Arrive Daily Ex. Sunday	Arrive Mon., Wed., Fri.			(6.8)		Leave Tues., Thurs., Sat.
	(0.25) 16.32	(0.25) 16.32			Time over District Average Speed per Hour		(0.25) 16.32

Nos. 335 and 336 will carry passengers.

BROOKLYN SUBDIVISION

EASTWARD — WESTWARD

Capacity of sidings in car lengths		SECOND CLASS			FIRST CLASS	Distance from San Francisco		Time Table No. 121 September 15, 1931 West Side Branch	Distance from Bertha	FIRST CLASS	SECOND CLASS		
		238	258	234	142					141	237	233	257
		Local Freight	Local Freight	Local Freight	Passenger					Passenger	Local Freight	Local Freight	Local Freight
		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily			STATIONS		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
17	YP		11.00 AM			738.0	R	ST. JOSEPH	41.2				10.10 AM
								4.2					
95	BKWP		11.15			742.2	TO	CARLTON	37.0				10.00
								1.7					
						743.9		BATAN	35.3				
								1.7					
20	P		11.25			745.6		YAMHILL	33.6				9.25
								2.4					
14	P		11.35			748.0		COVE ORCHARD	31.2				9.10
								2.7					
11			11.45			750.7		WAPATO	28.5				9.00
								2.4					
17	WP		11.55 AM			753.1		GASTON	26.1				8.50
								0.7					
31			12.01 PM			753.8		PATTON	25.4				8.35
								1.1					
(Spur 20)			12.10			754.9		SEGHERS	24.3				8.30
								2.0					
21	P		12.20			756.9		DILLEY	22.3				8.20
								0.9					
			12.25			757.8		DETOUR	21.4				8.10
								1.2					
	P					759.0		FOREST GROVE	22.6				
								1.9					
23						758.5 759.2		CARNATION	20.7				
								2.5					
28	P		1.15			761.7		CORNELIUS	18.2				7.30
								1.0					
						762.7		KILLGORE	17.2				
								0.9					
	P					763.6		JOBE	16.3				
								1.1					
	P		1.35			764.7		RANGE	15.2				6.45
								0.5					
Yard	BKWOYP	5.35 PM	2.00 PM	**9.10** AM	11.30 AM	765.2 766.2	TO-R	HILLSBORO	14.7	s **9.10** AM	1.40 AM	6.30 AM	6.30 AM
								1.6					
	P				11.34	767.8	A.B.S.	NEWTON	13.1	9.07			
								3.1					
33	P	5.50		9.45	s 11.41	770.9		REEDVILLE	10.0	s 9.02	1.20	5.35	
								1.5					
9					f 11.43	772.4		ALOHA	8.5	f 8.58			
								0.6					
	P				f 11.44	773.0		HUBER	7.9	f 8.57			
								1.1					
					11.46	774.1		ST. MARYS	6.8	8.55			
								1.3					
50	P	6.00 PM		10.00 AM	s 11.48 AM	775.4	TO	BEAVERTON	5.5	8.53 AM	1.05 AM	5.20 AM	
								2.1 (O. E. Crossing)					
						777.5		RALEIGH	3.4				
								0.8					
						778.3		OLSEN	2.6				
								0.5					
						778.8		SHATTUCK	2.1				
								2.1					
19						780.9		BERTHA	0.0				
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily			(41.2)		Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
		(0.25) 22.08	(3.00) 9.07	(0.50) 11.04	(0.18) 30.66			Time over District Average Speed per Hour		(0.17) 32.47	(0.35) 15.78	(1.10) 7.88	(3.40) 7.42

ADDITIONAL FLAG STOPS: No. 141 stop to detrain passengers from east of Beaverton. No. 142 stop to detrain passengers from Tillamook Branch. Nos. 141 and 142 interchange passengers with motor coaches at Beaverton.

EASTWARD — WESTWARD

Capacity of sidings in car lengths		SECOND CLASS		FIRST CLASS		Distance from San Francisco	Time Table No. 121 September 15, 1931 Milwaukie Branch	Distance from Willsburg Jct.	FIRST CLASS		SECOND CLASS		
		232	238	234	352	142			351	141	231	233	237
		Local Freight	Local Freight	Local Freight	Motor	Passenger			Motor	Passenger	Local Freight	Local Freight	Local Freight
		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Except Sat.
	P	9.21 PM	7.05 PM	11.15 AM	4.27 PM	12.20 PM	768.1	WILSONIA	3.2	8.11 AM	8.21 AM	12.35 AM	4.20 AM	11.49 PM
								0.9						
34	P	9.25	7.09	11.17	4.29	12.22	769.0	MENEFEE	2.3	8.09	8.19	12.31	4.16	11.43
								1.1						
		9.29	7.13	11.29	f 4.32	s 12.25	770.1	MILWAUKIE	1.2	f 8.07	s 8.17	12.27	4.12	11.40
								1.2						
	P	9.34 PM	7.18 PM	11.34 AM	4.37 PM	12.28 PM	771.3	WILLSBURG JCT.	0.0	8.04 AM	8.14 AM	12.22 AM	4.07 AM	11.36 PM
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily		(3.2)		Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Except Sat.
		(0.13) 14.81	(0.13) 14.81	(0.19) 10.12	(0.10) 19.20	(0.08) 24.00		Time over District Average Speed per Hour		(0.07) 27.43	(0.07) 27.50	(0.13) 14.75	(0.13) 14.75	(0.13) 14.75

EASTWARD — WESTWARD

Capacity of sidings in car lengths		SECOND CLASS		Distance from San Francisco		Time Table No. 121 September 15, 1931 Mill City Branch	Distance from Shelburn	SECOND CLASS	
		268	266					265	267
		Local Freight	Local Freight					Local Freight	Local Freight
		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
				750.0		IDANHA	45.0		
						3.4			
14				746.6		LARSON	41.6		
						0.7			
28	BKOT	11.20 AM		745.9	TO-R	DETROIT	40.9		3.35 PM
						5.1			
		11.50 AM		740.8		HALLS	35.8		3.05
						0.7			
10				740.1		GRANITE MOUNTAIN	35.1		
						6.3			
	P	12.20 PM		733.8		NIAGARA	28.8		2.35
						3.5			
				730.3		SCHROEDER	25.3		
						0.8			
24	P	12.40		729.5		GATES	24.5		2.15
						2.9			
33	KWYP	12.55 PM	1.15 PM	726.6	TO-R	MILL CITY	21.6	9.55 AM	2.00 PM
						4.1			
			1.35	722.5		FOX VALLEY	17.5	9.35	
						2.3			
(Spur 9)				720.2		FAWN	15.2		
						0.9			
17	WP		1.50	719.3	TO	LYONS	14.3	9.20	
						0.6			
20	Y			718.7		MILLWOOD	13.7		
						3.3			
				715.4		WILLIAMS	10.4		
						4.5			
14	P		2.20	710.9		KINGSTON	5.9	8.50	
						5.9			
	WYP		2.45 PM	705.0	R	SHELBURN	0.0	8.25 AM	
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			(45.0)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
		(1.35) 12.19	(1.30) 14.40			Time over District Average Speed per Hour		(1.30) 14.40	(1.35) 12.19

Rule S-72—Exceptions: No. 268 is superior to No. 267.
Nos. 265-266-267 and 268 will carry passengers.

EASTWARD — WESTWARD

Capacity of Sidings in car lengths		SECOND CLASS		FIRST CLASS	Distance from San Francisco		Time Table No. 121 September 15, 1931 Tigard Branch	Distance from Cook	FIRST CLASS	SECOND CLASS	
		238	234	142					141	237	233
		Local Freight	Local Freight	Passenger					Passenger	Local Freight	Local Freight
		Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily			STATIONS		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
50	P	6.10 PM	10.01 AM	11.50 AM	775.4	TO	BEAVERTON	7.4	s 8.49 AM	12.55 AM	5.14 AM
							1.0				
				f	776.4		REYNOLDS	6.4	f		
							1.2				
			10.10	f 11.54	777.6		FANNO	5.2	f 8.45	12.50	5.07
							0.8				
13		6.20	10.15	f 11.55	778.4		ROBINSON	4.4	f 8.43	12.45	5.04
							0.8				
	IP				779.2		O. E. CROSSING	3.6			
							0.7				
		6.25	10.25	f 11.59 AM	779.9		TIGARD	2.9	f 8.40	12.40	4.54
							2.9				
	WYP	6.40 PM	10.35 AM	s 12.05 PM	782.8	R	COOK	0.0	8.35 AM	12.30 AM	4.50 AM
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily			(7.4)		Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
		(0.30) 14.80	(0.34) 13.06	(0.15) 29.60			Time over District Average Speed per Hour		(0.14) 31.71	(0.25) 17.75	(0.24) 18.50

ADDITIONAL FLAG STOPS: Ironhill M. P. 782.0.

BROOKLYN SUBDIVISION

EASTWARD / WESTWARD

Capacity of sidings in car lengths	SECOND CLASS				FIRST CLASS		Distance from San Francisco		Time Table No. 121 September 15, 1931 Newberg Branch STATIONS	Distance from Jefferson St.	FIRST CLASS		SECOND CLASS			
	232	238	270	234	352	142					351	141	231	249	233	237
	Local Freight	Local Freight	Local Freight	Local Freight	Motor	Passenger					Motor	Passenger	Local Freight	Local Freight	Local Freight	Local Freight
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
37 WYP	3.45 PM		**3.10 PM**		**2.56 PM**		730.7	R	WHITESON 4.2	43.8	s 9.41 AM		3.15 AM	9.00 AM		
BKWOP	5.00		3.25 PM		s 3.05		734.9	TO-R	McMINNVILLE 3.1	39.6	s 9.34		3.05	8.45 AM		
17 YP	5.20				f 3.12		738.0	R	ST. JOSEPH 1.5	36.5	f 9.25		2.45			
17 P	5.25				f 3.15		739.5	TO	LAFAYETTE 2.6	35.0	f 9.21		2.35			
10 P	5.35				s 3.20		742.1	TO	DAYTON 4.0	32.4	s 9.16		2.25			
27 P	5.50				f 3.27		746.1		DUNDEE 2.4	28.4	f 9.10		2.15			
32 P	**6.55**				s 3.35		748.5 748.8	TO	NEWBERG 2.0	26.0	s 9.05		2.00			
15 WP	7.10				f 3.43		750.8		SPRINGBROOK 2.2	24.0	f 8.58		1.45			
13 P	7.25				f 3.53		753.0		REX 1.3	21.8	f 8.48		1.35			
12 P	7.30				f 3.57		754.3		CHEHALEM 0.4	20.5	f 8.45		1.30			
11	7.35				f 3.58		754.7		VOTAW 1.4	20.1	f 8.43		1.25			
					f 4.01		756.1		MIDDLETON 1.5	18.7	f 8.40					
25 P	8.15				s 4.05		757.6	TO	SHERWOOD 1.9	17.2	s 8.37		1.20			
					f 4.08		759.5		CIPOLE 1.0	15.3	f 8.33					
					f		760.5		HERRMAN 1.5	14.3	f					
20 P	8.40				f 4.12		762.0		TUALATIN 0.4	12.8	f 8.29		1.10			
					f		762.4		GALBREATH 1.6	12.4	f					
WYP	9.05	6.45 PM		10.50 AM	s 4.17	12.07 PM	764.0	R	COOK 0.5	10.8	s 8.25	s 8.34 AM	1.00		4.47 AM	12.27 AM
48	9.07	6.50		10.52	f 4.18	12.08	764.5		BRYANT 0.5	10.3	f 8.23	f 8.33	12.55		4.45	12.25
							765.0		LAKE GROVE 0.4	9.8		f				
							765.4		GOODIN 2.4	9.4		f				
25 P	9.19	7.04		11.10	s 4.26	s 12.18	767.8	TO	OSWEGO 0.3	7.0	s 8.14	s 8.25	12.45		4.30	12.05 AM
P	9.20 PM	7.05 PM		11.11 AM	4.27 PM	12.20 PM	768.1		WILSONIA 1.3	6.7	8.11 AM	8.21 AM	12.40 AM		4.25 AM	11.50 PM
							769.4		ELK ROCK 0.2	5.4						
							769.6	A.B.S.	RIVERWOOD 0.3	5.2						
							769.9		RIVERA 1.4	4.9						
18							771.3		CEMETERY 1.0	3.5						
							772.3		SOUTHERN PORTLAND 0.3	2.5						
							772.6		JONES 0.5	2.2						
(Spur 10)							773.1		ZIMMERMAN 0.2	1.7						
							773.3		MULBOX 1.5	1.5						
Yard							774.8		JEFFERSON ST.	0.0						
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily			(43.8)		Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Saturday
	(5.35) 6.64	(0.20) 12.31	(0.15) 16.80	(0.21) 11.71	(1.31) 24.66	(0.13) 18.92			Time over District Average Speed per Hour		(1.30) 24.73	(0.13) 18.92	(2.35) 14.36	(0.15) 16.80	(0.22) 11.17	(0.37) 6.65

ADDITIONAL FLAG STOPS: Sietters M. P. 734.3; Jean M. P. 763.5; Links M. P. 766.8.
No. 142 will stop at Bryant, Lake Grove and Goodin to detrain passengers from West of Cook.

EASTWARD — BROOKLYN SUBDIVISION — WESTWARD

Capacity of sidings in car lengths	SECOND CLASS				FIRST CLASS	Distance from San Francisco		Time Table No. 121 September 15, 1931	Distance from Whiteson	FIRST CLASS	SECOND CLASS			
	232	276	272	274	352			West Side Branch		351	231	271	275	273
	Local Freight	Local Freight	Mixed	Mixed	Motor					Motor	Local Freight	Mixed	Local Freight	Mixed
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Tues., Thurs., Sat.	Leave Tues., Thurs., Sat.	Leave Daily			STATIONS		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Mon., Wed., Fri.	Arrive Daily Ex. Sunday	Arrive Mon., Wed., Fri.
P				7.16 AM		651.3	R	TRANSFER 6.9	79.4					1.44 PM
28				7.32		658.2		ALVADORE 1.9	72.5					1.15
				7.40		660.6		GEORGETOWN 2.5	70.6					1.10
20				7.50		662.6		CHESHIRE 1.9	68.1					1.00
17				7.55		664.5		BEAR CREEK 2.4	66.2					12.55
15				8.02		666.9		FERGUSON 4.8	63.8					12.45
20			12.30 PM	8.49 AM		671.7	TO-R	MONROE 1.3	59.0			8.45 AM		12.30 PM
25 Y			12.35			673.0	R	ALPINE JCT. 1.8	57.7			8.40		
			12.45			674.8		BURNETT 1.1	55.9			8.31		
			12.49			675.9		BARCLAY 0.9	54.8			8.28		
			12.52			676.8		BRUCE 0.8	53.9			8.25		
(Spur 10)			12.54			677.6		RECKARDS 2.6	53.1			8.22		
			1.01			680.2		BUCHANAN 1.1	50.5			8.12		
37			1.05			681.3		GREENBERRY 3.3	49.4			8.08		
33			1.20			684.6		DRY CREEK 2.3	46.1			7.58		
50			1.30			686.9		BURGESS 2.0	43.8			7.50		
Yd. BKWOYP		10.00 AM	1.40 PM		1.40 PM	688.9	TO-R	CORVALLIS 1.0	41.8	s 11.05 AM		7.45 AM	1.30 PM	
P		10.05			s 1.44	689.9		CORVALLIS JCT. 3.8	40.8	s 11.00			1.20	
		10.20			f 1.50	693.7		LEWISBURG 2.5	37.0	f 10.54			1.10	
W		10.30			f 1.54	696.2		CALLOWAY 2.7	34.5	f 10.50			1.00	
23 P		**10.45**			s 1.58	698.9		WELLSDALE 3.1	31.8	s **10.45**			12.50	
23 P		11.00			s 2.04	702.0		SUVER 2.0	28.7	s 10.40			12.40	
20 P		11.15 AM			f 2.07	704.0		PARKER 3.0	26.7	f 10.37			12.30	
						707.0		WIGRICH JCT. 2.3	23.7					
12 P		**12.01** PM			s 2.17	709.3	TO	INDEPENDENCE 1.2	21.4	s 10.29			**12.01** PM	
51 P						710.5		V. & S. JCT. 3.8	20.2	**10.21**			**10.21** AM	
YP	1.50 PM	1.00 PM			s 2.26	714.3	R	GERLINGER 0.7 (F. C. Casg.)	16.4	s 10.16	4.30 AM		9.40 AM	
22 WP	1.55				s 2.29	715.0		DERRY 3.4	15.7	s 10.13	4.05			
(Spur 10) P	2.05				f 2.34	718.4		CROWLEY 4.4	12.3	f 10.04	3.55			
22 P	2.15				s 2.41	722.8		McCOY 5.3	7.9	s 9.57	3.45			
32 P	**2.50**				s **2.50**	728.1		AMITY 2.6	2.6	s 9.48	3.30			
37 WYP	3.20 PM				s **2.55** PM	730.7	R	WHITESON	0.0	9.42 AM	3.20 AM			
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Tues., Thurs., Sat.	Arrive Tues., Thurs., Sat.	Arrive Daily			(79.4)		Leave Daily	Leave Daily Ex. Sunday	Leave Mon., Wed., Fri.	Leave Daily Ex. Sundav	Leave Mon., Wed., Fri.
	(1.30) 10.93	(3.00) 8.47	(1.10) 14.75	(1.33) 13.16	(1.15) 33.44			Time over District Average Speed per Hour		(1.23) 30.20	(1.10) 14.07	(1.00) 17.20	(3.50) 6.63	(1.14) 16.54

See page 7 for additional trains between Corvallis and Corvallis Jct.

Nos. 351 and 352 wait at Derry ten minutes for motor coach connection.

EASTWARD — WESTWARD

Capacity of sidings in car lengths	SECOND CLASS	Distance from San Francisco		Time Table No. 121 September 15, 1931	Distance from Alpine Jct.	SECOND CLASS	
	184			Alpine Branch		181	183
	Mixed					Mixed	Mixed
	Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
12		678.8		GLENBROOK 2.6	5.8		
12	11.00 AM	676.2	TO-R	ALPINE 1.2	3.2		10.35 AM
WP	11.15	675.0	R	BAILEY JCT. 2.0	2.0	9.15 AM	10.25 AM
25 Y	11.30 AM	673.0	R	ALPINE JCT.	0.0	9.05 AM	
	Arrive Daily Ex. Sunday			(5.9)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(0.30) 6.40			Time over District Average Speed per Hour		(0.10) 12.00	(0.10) 7.20

EASTWARD — WESTWARD

Capacity of sidings in car lengths	SECOND CLASS	Distance from San Francisco		Time Table No. 121 September 15, 1931	Distance from Bailey Jct.	SECOND CLASS
	182			Bellfountain Branch		181
	Mixed					Mixed
	Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday
	9.45 AM	679.9	R	DAWSON 1.8	4.9	9.41 AM
		678.1		CEBU 1.1	3.1	
	10.07	677.0		BELLFOUNTAIN 2.0	2.0	9.29
PW	10.22 AM	675.0	R	BAILEY JCT.	0.0	9.20 AM
	Arrive Daily Ex. Sunday			(4.9)		Leave Daily Ex. Sunday
	(0.37) 7.95			Time over District Average Speed per Hour		(0.21) 14.00

MEMORANDUM

From August 18th to Sept. 27th inclusive, Nos. 141 and 142 operated as follows:

142 Sunday		141 Saturday
4.45P	Tillamook	7.20P
10.45P	Portland	1.30P

Regular time table schedules on Saturday and Sunday restored after September 27, 1931.

Office of Supt. Transportation,
San Francisco, Oct. 1, 1931.

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												3 al ght Daily nday
Yd. WOTP			10.50	s 9.51	800.0	TO	5.1 COCHRAN	35.0	s 10.50		7.00	
10			11.05	f 9.56	798.6		1.4 RELIANCE	33.6	f 10.42		6.30	
38 P			11.15	f 10.04	796.8		1.8 WEDEBURG	31.8	f 10.35		6.20	
(Spur 23)			11.35	s 10.12	794.3		2.5 WESTIMBER	29.3	s 10.27		6.05	
Yd. BKWOTP	3.00 PM	6.00 AM	11.45 AM	s **10.22**	793.1	TO-R	1.2 TIMBER	28.1	s **10.22**	4.05 AM	6.00 AM	9.15 AM
(Spur 13) P				f	792.5		0.6 HULBERT	27.5	f			
(Spur 16)				f	789.2		3.3 WALCOTT	24.2	f			
62 P	3.20	6.20		s 10.35	788.5		0.7 STRASSEL	23.5	s 10.07	3.45		9.00
(Spur 25) P	3.35	6.40		s 10.45	784.9		3.6 SCOFIELD	19.9	s 9.55	3.30		8.40
23 WYP	3.50	7.00		s 10.55	781.2	TO	3.7 BUXTON	16.2	s 9.45	3.15		8.15
				s 11.00	778.9		2.3 MANNING	13.9	s 9.40			
				f	778.3		0.6 CARSTENS	13.3	f			
				f	777.4		0.9 THORNBURG	12.4	f			
				f 11.03	776.5		0.9 DAVIES	11.5	f 9.34			
34 P	4.15	**7.45**		s 11.06	774.7	TO	1.8 BANKS	9.7	s 9.31	2.55		**7.45**
(Spur 23)				f	773.8		0.9 WILKESBORO	8.8	f			
(Spur 9)	4.25			s 11.10	772.5		1.3 ROY	7.5	s 9.26	2.40		7.30
23	4.35			f 11.15	770.2		2.3 SCHEFFLIN	5.2	f 9.22	2.35		7.20
	4.40	8.45		f 11.17	769.1		1.1 BAGLEY	4.1	f 9.20	2.30		7.15
48					766.4		2.7 MAHAN	1.4				
21 P				s 11.24	765.5		0.9 MAIN STREET	0.5	s 9.15			
					765.4		0.1 O. E. CROSSING	0.4				
Yd. BKWOYP	5.05 PM	9.00 AM		s 11.27 AM	765.0	TO-R	0.4 HILLSBORO	0.0	9.13 AM	2.20 AM		7.00 AM
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily			(68.6)		Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(2.05) 13.49	(3.00) 9.37	(5.45) 7.04	(3.24) 20.18			Time over District Average Speed per Hour		(3.12) 21.44	(1.45) 16.06	(4.30) 9.00	(2.15) 12.49

ADDITIONAL FLAG STOPS: Nos. 141 and 142; Fashion 787.7; M. P. 791.6; M. P. 804.6; Ripple, M. P. 809.4; Stonehill M. P. 826.1; old station platform Garibaldi M. P. 845.2.

	EASTWARD				Time Table No. 121 September 15, 1931		WESTWARD	
	SECOND CLASS	FIRST CLASS			Tillamook Branch		FIRST CLASS	SECOND CLASS
Capacity of sidings in car lengths	256 Local Freight Leave Daily Ex. Sunday	142 Passenger Leave Daily	Distance from San Francisco		STATIONS	Distance from Hillsboro	141 Passenger Arrive Daily	255 Local Freight Arrive Daily Ex. Sunday
Yd. BKWOYP	5.30 PM	7.00 AM	855.8	TO-R	TILLAMOOK	90.8	s 1.40 PM	1.40 PM
		f	853.3		2.5 JUNO	88.3	f	
12	5.45	f 7.08	851.4		1.9 IDAVILLE	86.4	f 1.29	1.25
(Spur 10)	5.55	s 7.13	849.9	TO	1.5 BAY CITY	84.9	s 1.25	1.10
20	6.15	f 7.20	846.4		3.5 MIAMI	81.4	f 1.13	12.40
19 P	6.20	s 7.24	845.7	TO	0.7 GARIBALDI	80.7	s 1.10	12.35
12 W	6.25	s 7.28	843.8		1.9 BARVIEW	78.8	s 1.05	12.20
		f	842.4		1.4 WATSECO	77.4	f	
		f 7.34	841.8		0.6 TWIN ROCKS	76.8	f 12.59	
		f	841.2		0.6 SALTAIR	76.2	f	
	6.45	s 7.39	840.7	TO	0.5 ROCKAWAY	75.7	s 12.55	12.05 PM
11	6.50	f 7.42	840.0		0.7 LAKE LYTLE	75.0	f 12.49	11.50 AM
		s	839.3		0.7 MANHATTAN BEACH	74.3	s	
		f	838.6		0.7 HADDON	73.6	f	
26	7.00	f 7.50	837.1		1.5 JETTY	72.1	f 12.40	11.30
P	7.15	s 7.52	836.5		0.6 BRIGHTON	71.5	s 12.38	11.25
Yd. BKWOP	7.40 PM	s 7.58 AM	833.6	TO-R	2.9 WHEELER	68.6	12.30 PM	11.00 AM
	Arrive Daily Ex. Sunday	Arrive Daily			(22.2)		Leave Daily	Leave Daily Ex. Sunday
	(2.10) 10.25	(0.58) 22.97			Time over District Average Speed per Hour		(1.10) 19.04	(2.40) 8.33

	EASTWARD			Time Table No. 121 September 15, 1931		WESTWARD
	SECOND CLASS			Molalla Branch		SECOND CLASS
Capacity of sidings in car lengths	56 Local Freight Leave Daily Ex. Sunday	Distance from San Francisco		STATIONS	Distance from Canby	55 Local Freight Arrive Daily Ex. Sunday
Yard	1.45 PM	757.6	TO	MOLALLA	10.8	1.20 PM
10	1.55	754.6		3.0 LIBERAL	7.8	1.05
		754.5		0.1 W. V. R. CROSSING	7.7	
24	2.05	752.2		2.3 RAMES	5.4	12.50
		751.3		0.9 SCOTT	4.5	
	2.20	749.6		1.7 KRAFT	2.8	12.40
36	2.35 PM	746.8	TO-R	2.8 CANBY	0.0	12.30 PM
	Arrive Daily Ex. Sunday			(10.8)		Leave Daily Ex. Sunday
	(0.50) 12.96			Time over District Average Speed per Hour		(0.50) 12.96

EASTWARD — BROOKLYN SUBDIVISION — WESTWARD

Capacity of sidings in car lengths	SECOND CLASS				FIRST CLASS		Time Table No. 121 September 15, 1931 West Side Branch			FIRST CLASS	SECOND CLASS			
	232 Local Freight	276 Local Freight	272 Mixed	274 Mixed	352 Motor	Distance from San Francisco		STATIONS	Distance from Whiteson	351 Motor	231 Local Freight	271 Mixed	275 Local Freight	273 Mixed
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Tues., Thurs., Sat.	Leave Tues., Thurs., Sat.	Leave Daily					Arrive Daily	Arrive Daily Ex. Sunday	Arrive Mon., Wed., Fri.	Arrive Daily Ex. Sunday	Arrive Mon., Wed., Fri.
P				7.16 AM		651.3	R	TRANSFER 6.9	79.4					1.44 PM
28				7.32		658.2		ALVADORE 1.9	72.5					1.15
				7.40		660.6		GEORGETOWN 2.5	70.6					1.10
20				7.50		662.6		CHESHIRE 1.9	68.1					1.00
17				7.55		664.5		BEAR CREEK 2.4	66.2					12.55
15				8.02		666.9		FERGUSON 4.8	63.8					12.45
20			12.30 PM	8.49 AM		671.7	TO-R	MONROE 1.3	59.0			8.45 AM		12.30 PM
25 Y			12.35			673.0	R	ALPINE JCT. 1.8	57.7			8.40		
			12.45			674.8		BURNETT 1.1	55.9			8.31		
			12.49			675.9		BARCLAY 0.9	54.8			8.28		
			12.52			676.8		BRUCE 0.8	53.9			8.25		
(Spur 10)			12.54			677.6		RECKARDS 2.6	53.1			8.22		
			1.01			680.2		BUCHANAN 1.1	50.5			8.12		
37			1.05			681.3		GREENBERRY 3.3	49.4			8.08		
33			1.20			684.6		DRY CREEK 2.3	46.1			7.58		
50			1.30			686.9		BURGESS 2.0	43.8			7.50		
Yd. BKWOYP		10.00 AM	1.40 PM		1.40 PM	688.9	TO-R	CORVALLIS 1.0	41.8	s 11.05 AM		7.45 AM	1.30 PM	
P		10.05			s 1.44	689.9		CORVALLIS JCT. 3.8	40.8	s 11.00			1.20	
		10.20			f 1.50	693.7		LEWISBURG 2.5	37.0	f 10.54			1.10	
W		10.30			f 1.54	696.2		CALLOWAY 2.7	34.5	f 10.50			1.00	
23 P		**10.45**			s 1.58	698.9		WELLSDALE 3.1	31.8	s **10.45**			12.50	
23 P		11.00			s 2.04	702.0		SUVER 2.0	28.7	s 10.40			12.40	
20 P		11.15 AM			f 2.07	704.0		PARKER 3.0	26.7	f 10.37			12.30	
						707.0		WIGRICH JCT. 2.3	23.7					
12 P		**12.01 PM**			s 2.17	709.3	TO	INDEPENDENCE 1.2	21.4	s 10.29			**12.01 PM**	
51 P						710.5		V. & S. JCT. 3.8	20.2	**10.21**			**10.21 AM**	
YP	1.50 PM	1.00 PM			s 2.26	714.3	R	GERLINGER 0.7 (F. C. Casg.)	16.4	s 10.16	4.30 AM		9.40 AM	
22 WP	1.55				s 2.29	715.0		DERRY 3.4	15.7	s 10.13	4.05			
(Spur 10) P	2.05				f 2.34	718.4		CROWLEY 4.4	12.3	f 10.04	3.55			
22 P	2.15				s 2.41	722.8		McCOY 5.3	7.9	s 9.57	3.45			
32 P	**2.50**				s **2.50**	728.1		AMITY 2.6	2.6	s 9.48	3.30			
37 WYP	3.20 PM				s **2.55 PM**	730.7	R	WHITESON	0.0	9.42 AM	3.20 AM			
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Tues., Thurs., Sat.	Arrive Tues., Thurs., Sat.	Arrive Daily			(79.4)		Leave Daily	Leave Daily Ex. Sunday	Leave Mon., Wed., Fri.	Leave Daily Ex. Sundav	Leave Mon., Wed., Fri.
	(1.30) 10.93	(3.00) 8.47	(1.10) 14.75	(1.33) 13.16	(1.15) 33.44			Time over District Average Speed per Hour		(1.23) 30.20	(1.10) 14.07	(1.00) 17.20	(3.50) 6.63	(1.14) 16.54

See page 7 for additional trains between Corvallis and Corvallis Jct.

Nos. 351 and 352 wait at Derry ten minutes for motor coach connection.

EASTWARD — WESTWARD

Capacity of sidings in car lengths	SECOND CLASS			Time Table No. 121 September 15, 1931 Alpine Branch		SECOND CLASS	
	184 Mixed	Distance from San Francisco		STATIONS	Distance from Alpine Jct.	181 Mixed	183 Mixed
	Leave Daily Ex. Sunday					Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
12		678.8		GLENBROOK 2.6	5.8		
12	11.00 AM	676.2	TO-R	ALPINE 1.2	3.2		10.35 AM
WP	11.15	675.0	R	BAILEY JCT. 2.0	2.0	9.15 AM	10.25 AM
25 Y	11.30 AM	673.0	R	ALPINE JCT.	0.0	9.05 AM	
	Arrive Daily Ex. Sunday			(5.9)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(0.30) 6.40			Time over District Average Speed per Hour		(0.10) 12.00	(0.10) 7.20

EASTWARD — WESTWARD

Capacity of sidings in car lengths	SECOND CLASS			Time Table No. 121 September 15, 1931 Bellfountain Branch		SECOND CLASS
	182 Mixed	Distance from San Francisco		STATIONS	Distance from Bailey Jct.	181 Mixed
	Leave Daily Ex. Sunday					Arrive Daily Ex. Sunday
	9.45 AM	679.9	R	DAWSON 1.8	4.9	9.41 AM
		678.1		CEBU 1.1	3.1	
	10.07	677.0		BELLFOUNTAIN 2.0	2.0	9.29
PW	10.22 AM	675.0	R	BAILEY JCT.	0.0	9.20 AM
	Arrive Daily Ex. Sunday			(4.9)		Leave Daily Ex. Sunday
	(0.37) 7.95			Time over District Average Speed per Hour		(0.21) 14.00

Capacity of sidings in car lengths	EASTWARD SECOND CLASS 238 Local Freight Leave Daily Ex. Sunday	234 Local Freight Leave Daily Ex. Monday	262 Local Freight Leave Daily Ex. Sunday	FIRST CLASS 142 Passenger Leave Daily	Distance from San Francisco		Time Table No. 121 September 15, 1931 Tillamook Branch STATIONS		Distance from Hillsboro	WESTWARD FIRST CLASS 141 Passenger Arrive Daily	SECOND CLASS 237 Local Freight Arrive Daily Ex. Sunday	261 Local Freight Arrive Daily Ex. Sunday	233 Local Freight Arrive Daily Ex. Sunday
Yd. BKWOP			6.00 AM	8.03 AM	833.6	TO-R	WHEELER	0.4	68.6	s 12.25 PM		10.30 AM	
				s	833.2		HALL ST.	2.0	68.2	s			
10 P			6.30	s 8.13	831.2		MOHLER	1.8	66.2	s 12.18		10.15	
				f	829.4		FOLEY	1.0	64.4	f			
(Spur 12)			6.40	f 8.20	828.4		KNUDSON	1.3	63.4	f 12.12		10.00	
61				f 8.23	827.1	TO	FOSS	0.4	62.1	f 12.09			
				f	826.7		LYNBROOK	1.6	61.7	f			
59 P			7.05	f 8.27	825.1		BATTERSON	2.6	60.1	f 12.04 PM		9.31	
				f	822.5		NEHALEM FALLS	1.4	57.5	f			
				f	821.1		MAPLES	1.3	56.1	f			
				f 8.39	819.8		RECTOR	0.9	54.8	f 11.53 AM			
16 P			8.00	f **8.41**	818.9		WAKEFIELD	3.2	53.9	f 11.51		**8.41**	
33 TP			**8.25**	f 8.48	815.7		SALMONBERRY	2.3	50.7	f 11.43		**8.25**	
15				f 8.53	813.4		BELFORT		48.4	f 11.37			
	4.40	8.45		f 11.17	769.1		BAGLEY	2.7	4.1	f 9.20	2.30		7.15
48					766.4		MAHAN	0.9	1.4				
21 P				s 11.24	765.5		MAIN STREET	0.1	0.5	s 9.15			
					765.4		O. E. CROSSING	0.4	0.4				
Yd. BKWOYP	5.05 PM	9.00 AM		s 11.27 AM	765.0	TO-R	HILLSBORO		0.0	9.13 AM	2.20 AM		7.00 AM
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily			(68.6)			Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(2.05) 13.49	(3.00) 9.37	(5.45) 7.04	(3.24) 20.18			Time over District Average Speed per Hour			(3.12) 21.44	(1.45) 16.06	(4.30) 9.00	(2.15) 12.49

Capacity of sidings in car lengths	EASTWARD SECOND CLASS 256 Local Freight Leave Daily Ex. Sunday	FIRST CLASS 142 Passenger Leave Daily	Distance from San Francisco		Time Table No. 121 September 15, 1931 Tillamook Branch STATIONS		Distance from Hillsboro	WESTWARD FIRST CLASS 141 Passenger Arrive Daily	SECOND CLASS 255 Local Freight Arrive Daily Ex. Sunday
Yd. BKWOYP	5.30 PM	7.00 AM	855.8	TO-R	TILLAMOOK	2.5	90.8	s 1.40 PM	1.40 PM
		f	853.3		JUNO	1.9	88.3	f	
12	5.45	f 7.08	851.4		IDAVILLE	1.5	86.4	f 1.29	1.25
(Spur 10)	5.55	s 7.13	849.9	TO	BAY CITY	3.5	84.9	s 1.25	1.10
20	6.15	f 7.20	846.4		MIAMI	0.7	81.4	f 1.13	12.40
19 P	6.20	s 7.24	845.7	TO	GARIBALDI	1.9	80.7	s 1.10	12.35
12 W	6.25	s 7.28	843.8		BARVIEW	1.4	78.8	s 1.05	12.20
		f	842.4		WATSECO	0.6	77.4	f	
		f 7.34	841.8		TWIN ROCKS	0.6	76.8	f 12.59	
		f	841.2		SALTAIR	0.5	76.2	f	
	6.45	s 7.39	840.7	TO	ROCKAWAY	0.7	75.7	s 12.55	12.05 PM
11	6.50	f 7.42	840.0		LAKE LYTLE	0.7	75.0	f 12.49	11.50 AM
		s	839.3		MANHATTAN BEACH	0.7	74.3	s	
		f	838.6		HADDON	1.5	73.6	f	
26	7.00	f 7.50	837.1		JETTY	0.6	72.1	f 12.40	11.30
P	7.15	s 7.52	836.5		BRIGHTON	2.9	71.5	s 12.38	11.25
Yd. BKWOP	7.40 PM	s 7.58 AM	833.6	TO-R	WHEELER		68.6	12.30 PM	11.00 AM
	Arrive Daily Ex. Sunday	Arrive Daily			(22.2)			Leave Daily	Leave Daily Ex. Sunday
	(2.10) 10.25	(0.58) 22.97			Time over District Average Speed per Hour			(1.10) 19.04	(2.40) 8.33

Capacity of sidings in car lengths	EASTWARD SECOND CLASS 56 Local Freight Leave Daily Ex. Sunday	Distance from San Francisco		Time Table No. 121 September 15, 1931 Molalla Branch STATIONS		Distance from Canby	WESTWARD SECOND CLASS 55 Local Freight Arrive Daily Ex. Sunday
Yard	1.45 PM	757.6	TO	MOLALLA	3.0	10.8	1.20 PM
10	1.55	754.6		LIBERAL	0.1	7.8	1.05
		754.5		W. V. R. CROSSING	2.3	7.7	
24	2.05	752.2		RAMES	0.9	5.4	12.50
		751.3		SCOTT	1.7	4.5	
	2.20	749.6		KRAFT	2.8	2.8	12.40
36	2.35 PM	746.8	TO-R	CANBY		0.0	12.30 PM
	Arrive Daily Ex. Sunday			(10.8)			Leave Daily Ex. Sunday
	(0.50) 12.96			Time over District Average Speed per Hour			(0.50) 12.96

ADDITIONAL FLAG STOPS: Nos. 141 and 142; Fashion 787.7; M. P. 791.6; M. P. 804.6; Ripple, M. P. 809.4; Stonehill M. P. 826.1; old station platform Garibaldi M. P. 845.2.

EASTWARD — BROOKLYN SUBDIVISION — WESTWARD

Capacity of sidings in car lengths		212	232	276	240	Distance from San Francisco		Time Table No. 121 September 15, 1931 Falls City Branch	Distance from Salem	231	239	275	211	
		SECOND CLASS								SECOND CLASS				
		Mixed	Local Freight	Local Freight	Local Freight			STATIONS		Local Freight	Local Freight	Local Freight	Mixed	
		Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday					Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	
25 YWP		12.45 PM				746.8	TO-R	BLACK ROCK 3.8	28.6				11.45 AM	
12 YP		1.00				743.0	TO	FALLS CITY 2.5	24.8				11.20	
YP		1.20				740.5		BUMAN 0.3	22.3				11.12	
		1.21				740.2		BRIDGEPORT 1.0	22.0				11.11	
		1.24				739.2		FERNS 0.4	21.0				11.08	
12 P		1.25				738.8		GILLIAMS 0.9	20.6				11.07	
		1.28				737.9		TEATS 4.0	19.7				11.05	
Yd. BKWOYP		2.00 PM	1.30 PM		11.00 AM	733.9	TO-R	DALLAS 4.2 (Monmouth Csg.)	15.7	5.10 AM	6.50 AM		10.45 AM	
					11.15	729.7		NESMITH 0.8	11.5	4.50	6.34			
YP			1.45 PM	1.20 PM	11.18	728.9	R	GERLINGER 0.4 (W. S. Csg.)	10.7	4.45 AM	6.32	9.15 AM		
33				1.25	11.20	728.5		THIELSEN 1.4	10.3		6.30	9.10		
				1.30	11.25	727.1		GREENWOOD 1.5	8.9		6.26	9.06		
				1.35	11.30	725.6		McNARY 0.9	7.4		6.22	9.02		
				1.38	11.33	724.7		HOSFORD 0.8	6.5		6.19	8.59		
WP				1.41	11.36	723.9		EOLA 1.3	5.7		6.16	8.56		
33 P				1.50	11.40	722.6		WINONA 2.0	4.4		6.12	8.52		
(Spur 11)				1.57	11.48 AM	720.6		WEST SALEM 0.4	2.4		6.05	8.45		
12						720.2		PINCKNEY 0.5	2.0					
						719.7		O. E. CROSSING 0.3	1.5					
						719.4		O. E. CROSSING 0.6	1.2					
P				2.10	12.05 PM	718.8		LEMROCK 0.6	0.6		5.55	8.35		
Yd. BKWOYP				2.15 PM	12.15 PM	718.2	TO-R	SALEM	0.0		5.50 AM	8.30 AM		
		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			(28.6)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	
		(1.15) 10.32	(0.15) 20.00	(0.55) 11.67	(1.15) 12.56			Time over District Average Speed per Hour		(0.25) 11.99	(1.00) 15.70	(0.45) 14.27,	(1.00) 12.90	

See pages 4 and 5 for additional trains between Lemrock and Salem. Falls City branch trains may run ahead of delayed Main Line First Class trains between Salem and Lemrock without an order to do so. ADDITIONAL FLAG STOPS: Black Rock Post Office ½-mile East Black Rock exchange mail.

EASTWARD — WESTWARD

Capacity of sidings in car lengths	SECOND CLASS 210 Local Freight	Distance from San Francisco		Time Table No. 121 September 15, 1931 Monmouth Branch	Distance from Dallas	SECOND CLASS 209 Local Freight
	Leave Tues., Thurs., Sat.			STATIONS		Arrive Tues., Thurs., Sat.
9	8.05 AM	757.5	TO-R	MONMOUTH 6.7	7.1	7.40 AM
		750.8		F. C. CROSSING 0.4	0.4	
Yard BKWOYP	8.30 AM	750.4	TO-R	DALLAS	0.0	7.15 AM
	Arrive Tues., Thurs., Sat.			(7.1)		Leave Tues., Thurs., Sat.
	(0.25) 17.03			Time over District Average Speed per Hour		(0.25) 17.03

EASTWARD — WESTWARD

Capacity of sidings in car lengths	SECOND CLASS 270 Local Freight	Distance from San Francisco		Time Table No. 121 September 15, 1931 Perrydale Branch	Distance from Broadmead	CLASS SECOND 235 Local Freight
	Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday
12	1.55 PM	739.9	R	PERRYDALE 2.2	2.2	1.50 PM
Y	2.05 PM	737.7	R	BROADMEAD	0.0	1.40 PM
	Arrive Daily Ex. Sunday			(2.2)		Leave Daily Ex. Sunday
	(0.10) 13.17			Time over District Average Speed per Hour		(0.10) 13.17

EASTWARD — WESTWARD

Capacity of sidings in car lengths	270	250	Distance from San Francisco		Time Table No. 121 September 15, 1931 Willamina Branch	Distance from Whiteson	SECOND CLASS 249
	SECOND CLASS						
	Local Freight	Local Freight			STATIONS		Local Freight
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday					Arrive Daily Ex. Sunday
Yard BKWOY		12.30 PM	749.3	TO-R	WILLAMINA 3.0	18.7	11.25 AM
			746.3		SHIPLEY 1.6	15.7	
21		1.00	744.7	TO	SHERIDAN 2.6	14.1	11.10
			742.1		WABASH 1.6	11.5	
15		1.25	740.5		BALLSTON 1.6	9.9	10.40
			738.9		TUCKER 1.2	8.3	
Y	2.15 PM	1.35 PM	737.7	R	BROADMEAD 0.5	7.1	10.30
			737.2		WINCH 2.1	6.6	
	2.25		735.1		HARRISON 0.8	4.5	10.15
22	2.30		734.3		BRIEDWELL 2.3	3.7	10.10
	2.40		732.0		HOLMES 1.4	1.4	10.00
37 WYP	2.50 PM		730.6	R	WHITESON	0.0	9.55 AM
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			(18.7)		Leave Daily Ex. Sunday
	(0.35) 12.18	(1.05) 10.71			Time over District Average Speed per Hour		(1.30) 12.47

SPECIAL INSTRUCTIONS

"SAFETY"

RULE 2. The following are designated Watch Inspectors:

S. A. Pope, Manager of Time Service, 65 Market St., San Francisco.

Ashland	Chas. A. White	Portland, 245 Wash. St.	Wm. H. Saxton
Medford	Larry Schade	Reedsport	E. Haskell
Grants Pass	Bert Barnes	Marshfield	J. H. Mills
Roseburg	A. Salzman	Coquille	V. R. Wilson
Eugene	J. A. Hoffman	Powers	A. E. Case
Eugene	Seth Laraway	Springfield	E. G. Privat
Albany	F. M. French & Son	Hillsboro	J. L. Anderson
Salem	Pomeroy & Keene	McMinnville	Dielschneider Bros.
Woodburn	E. E. Piper	Corvallis	R. G. Warren
Canby	J. A. Fosmark	Dallas	W. C. Retzer
E. Portland, Weatherly Bldg.	W. L. Young	Tillamook	Eugene Jenkins

RULE 14. Following whistle signal will be used:

Movement via Siskiyou Line at Springfield Jct., one long, one short, one long.

RULE 14 (b). Within the city limits of Salem, Albany and Portland, not necessary to give two long sounds of whistle when stop is made before passing over crossings except that when visibility is obscured by fog or inclement weather moderate use of whistle will be made.

RULE 14 (m). At crossings within the city limits of Salem, Albany, Portland, and Hillsboro, it will not be necessary to give one long sound of whistle approaching crossings, except that when visibility is obscured by fog or inclement weather moderate use of whistle will be made.

Eastward freight trains will discontinue whistling approaching Brooklyn.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 83 (A). At the following stations only the trains indicated will register:

Eugene: First-class trains and No. 274.
Springfield: All, except Nos. 15, 16, 17, 201, 202 and 203.
Geer: Nos. 334, 335, 336 and 337.
Woodburn: No. 226, and trains originating and terminating.
Transfer: Nos. 273 and 274.

Extra trains will register at:

Grants Pass
Glendale
Albany
Salem
Tallman
Shelburn
St. Joseph
Cook
Gerlinger
Alpine Jct.
Dallas
Timber

Registration of No. 33 and Marshfield subdivision trains originating or terminating at Eugene passenger station will be transmitted by telephone to operator at Eugene Yard Office, who must enter same on register. The entry must be verified by operator at yard office repeating registration for verification.

RULE 83 (B). At open train order offices trains may register by ticket as follows:

Oakridge: First-class trains.
Springfield Jct.: All trains.
Brooklyn: All, except trains originating and terminating.
Springfield: Nos. 5, 6 and 18.
Eugene Yard: First-class trains.

RULE 83 (D). Trains must obtain a clearance before leaving:

Medford   Marshfield   Mill City   Alpine
Grants Pass   Albany   Corvallis   Dallas
Oakridge   Salem

Eugene: No. 274.   Eugene Yard: No. 504.

Trains going to West Side Branch via Monroe must obtain clearance for both Marshfield and Brooklyn subdivisions before leaving Eugene or Eugene Yard.

Trains going via Siskiyou line must obtain two clearances: one from Cascade line and one from Siskiyou line dispatcher before leaving Eugene Yard.

Rule S-83 (E). In column captioned "Handled on Trip" of register the number of the extra trains running order must be written for identification purposes. Trains may check the register against extra trains at these points and proceed if such extra train appears on the register with the number of its running order corresponding with the number of its running order as designated by the order in possession of the restricted train.

RULE 92. Will not apply to movement of trains East Morrison Street, to Portland.

RULE 93. Cars may be stored on east leg of wye Alpine Jct. (Monroe yard) on main track at Bailey Jct. (Monroe yard), on main track west of Alpine (Glenbrook yard) and on Geer main track (Salem yard).

RULE 93. Yards are established at the following stations:

ASHLAND

MEDFORD
(Medford yard limits extend to yard sign west of Kane.)

GOLD HILL   GLENDALE   ROSEBURG
GRANTS PASS   WEST FORK   DRAIN

COTTAGE GROVE
(Cottage Grove yard limits extend to yard sign 300 feet west of west switch Monett and to yard sign M. P. 627.1.)

EUGENE
(Eugene yard limits extend to yard signs west of University Spur, Eugene, east of Eugene Yard, east of Seneca.)

CRESCENT LAKE

CASCADE SUMMIT

SPRINGFIELD
(Springfield yard limits extend to Springfield Junction, and to yard signs west of Mohawk Junction.)

WENDLING   OAKRIDGE

ALBANY
(Albany yard limits extend to yard sign west of Page.)

SALEM
(Salem yard limits extend to yard signs east of Fair Grounds, west of Pringle, west of West Salem and west of Lachmond.)

WOODBURN
(Woodburn yard limits extend to yard sign west of Poplar.)

CANBY
(Yard limits extend to yard sign at M. P. 748.2 Mollala branch.)

PORTLAND
(Portland yard limits extend to yard signs west of Willsburg Junction and Jefferson St.)

REEDSPORT
(Yard limits extend to yard sign 50 feet west of Umpqua River bridge.)

MARSHFIELD
(Marshfield yard limits extend to yard signs west of North Bend and east to M. P. 771.2).

OVERLAND

COQUILLE
(Coquille yard limits extend to yard sign west of Cedar Point.)

MYRTLE POINT   WARNER   GAYLORD

POWERS
(Powers yard limits extend to yard sign, 300 feet west of M. P. 812.)

TOLEDO
(Toledo yard limits extend to yard sign west of Altree.)

YAQUINA

MILL CITY

DETROIT
(Detroit yard limits extend to yard sign west of Larson.)

OSWEGO
(Oswego yard limits extend to yard signs 2110 feet east of Junction switch Wilsonia on Newberg Branch, and 57 feet west of west switch Menefee.)

COOK
(Cook yard limits extend to yard signs east of Bryant, west of Jean, and west of west wye Switch on Tigard Branch.)

BEAVERTON
(Beaverton yard limits extend to yard sign east of Reynolds)

HILLSBORO
(Hillsboro yard limits extend to yard signs west of Range, west of Mahan and east to M. P. 766.7, West Side Branch.)

FOREST GROVE

CARLTON

SILVERTON   SHELBURN   TALLMAN
GEER   LEBANON   MAPLETON

INDEPENDENCE
(Independence yard limits extend to yard sign east of V. & S. Jct.)

CORVALLIS
(Corvallis yard limits extend to yard signs east of Corvallis Junction, and west of Burgess.)

MONROE
(Monroe yard limits extend to yard sign east of Alpine Junction, west of Bailey Jct. on Alpine Branch and west of Bailey Jct. on Bellfountain Branch.)

GLENBROOK
(Glenbrook yard limits extend to yard sign east of Alpine.)

DAWSON
(Dawson yard limits extend to stop sign west of Dawson.)

BROADMEAD

DALLAS

WILLAMINA

NEWBERG
(Newberg yard limits extend to yard sign east of Meridian and west of First Street.)

ST. JOSEPH
(Yard limits extend to yard signs at M. P. 737.5 and M. P. 738.4 West Side Branch and to M. P. 738.4 Newberg Branch.)

McMINNVILLE

WHITESON

GERLINGER
(Gerlinger yard limits extend to yard sign east of Thielsen, and east of Derry.)

COCHRAN   FOSS
ENRIGHT   WHEELER

WINONA

BLACK ROCK

BUXTON

TIMBER
(Timber yard limits extend to yard sign east of Hulbert.)

GARIBALDI
(Garibaldi yard limits extend to yard sign west of Miami.)

TILLAMOOK

MOLALLA

RULE 104. THE NORMAL POSITION OF SWITCHES AT JUNCTIONS WILL BE AS FOLLOWS:

Wilsonia........For Milwaukie Branch
Cook...........For Newberg Branch
Beaverton......For Tigard Branch
Hillsboro.......For Tillamook Branch
St. Joseph.......For Newberg Branch
Whiteson.......For West Side Branch
Alpine Jct...For West Side Branch
Transfer....For Marshfield Subdivision
Bailey Jct...For Bellfountain Branch
Broadmead. For Willamina Branch
Dallas......For Falls City Branch

Ashland—Eastward freight trains will use No. 1 track and when necessary double over to No. 3 track. Westward freight trains will use No. 4 track and when necessary double to No. 2 track. During the hours no yard engine is on duty both freight and passenger trainmen will be required to head their trains in and out of Ashland yard, also set out or pick up any cars for their train and handle their engines to and from roundhouse.

Roseburg—Passenger trains taking siding to meet trains will use No. 5 track, entering switch for eastward trains just east of signal No. 5724, for westward trains just west of signal No. 5729. Eastward freight trains entering yard will use No. 1 track. Westward freight trains will use scale track. Trains holding main track must stop clear of switch used by train to be met in entering No. 5 track.

Eugene Siding extends from signals 6472-6473 to signals 6490-6491 and first class trains (except Marshfield Subdivision first class trains) will use siding between signals 6472-6473 and 6476-6477.

Eugene Yard Siding extends from signals 6490-6491 to signals 6504-6505.

Marshfield subdivision main track ends at Eugene at switch connecting with Eugene siding at signals 6482-6483. Marshfield Subdivision trains must use this siding to and from Eugene Passenger Station. Other trains must not use this siding when such use will interfere with the movement of Marshfield Subdivision first-class trains. Switch at junction Marshfield Subdivision main track and Eugene siding must be left set and locked for Marshfield Subdivision.

Page siding extends from signals 6896-6897 to signals 6902-6903.

Oregon Electric Ry. connection is located at M. P. 691.3, Albany yard.

Albany siding extends from signals 6902-6903 to signals 6910-6911.

When eastward first-class trains are to take siding at Albany to meet other trains they will take siding at connection switch just east of signals 6906-6907.

Tallman Branch main track ends at clearance point west of west switch Page. Tallman Branch trains must use Page siding and Albany siding between Page and Albany, other trains must not use Page siding and Albany siding when such use will interfere with the movement of Tallman Branch trains.

Yaquina Branch main track ends at switch at east end of curve connecting with track parallel with main track in east end of Albany yard which is track nearest the passenger station.

Geer Branch at Salem ends at signboard near passenger station and at Geer ends at first wye switch which must be left set and locked for west leg of wye.

When eastward trains are to take siding at Salem to meet other trains, they will take siding at connection switch just east of signals 7178-7179.

Canby siding extends from signals 7464-7465 to signals 7468-7469. Flander siding extends from signals 7468-7469 to signals 7478-7479. Molalla Branch ends at Flander at west wye switch connecting with the siding which extends to Canby. West wye switch must be left set and locked for the siding.

West wye switch Geer will be left set and locked for movements between Salem and Lebanon and east wye switch for movements between Salem and Silverton.

West wye switch Shelburn will be left set and locked for movements between Mill City and Lebanon, and east wye switch for movements between Lebanon and Geer.

East wye switch at Tallman will be left set and locked for movements between Albany and Lebanon and west wye switch for movements between Albany and Brownsville.

Oregon Electric Ry. connection is located at M. P. 688-D east of Lebanon Station.

At Larson, junction switch for Hammond Lumber Company spur, leading off main track will be lined and locked for their spur, this acting as a derail. Main track between this junction switch and west yard limit sign will be used as an interchange track. Trains and engines using this track must move with caution expecting to find track occupied by cars.

Switches at Corvallis and Corvallis Jct. must be left set and locked for movement between Wellsdale and Philomath via Sixth Street line. The Ninth Street track between Corvallis Jct. and connection with Yaquina Branch west of freight station, Corvallis, is a siding and must be kept clear of cars and portion of track in pavement cannot be used.

At Dallas west wye switch connecting with Monmouth Branch will be left set and locked for the wye, Monmouth Branch main track between this switch and junction switch at water tank 1000 ft. east will be used as a storage track. Trains to and from Monmouth Branch will move through west leg of wye connecting with Falls City Branch.

At Dallas, all Falls City Branch trains use Monmouth Branch main track between junction switch and passenger station.

SPECIAL INSTRUCTIONS—Continued

DERAILERS IN MAIN TRACK

Clearance point main track Wendling Branch at Mohawk Jct.
241 ft. west of west siding switch main track at Detroit.
Clearance point main track Milwaukie Branch at Willsburg Jct.
Yaquina, 500 feet west of station.
Clearance point main track Falls City Branch at Lemrock.
Clearance point main track West Side Branch at Wilsonia.
160 ft. east of junction switch main track West Side Branch at St. Joseph.
Clearance point main track West Side Branch at Transfer.
Clearance point main track Alpine Branch at Bailey Jct.
375 feet east of east switch, Glenbrook.
100 feet east of Dawson.
Willamina, 850 feet west of station.
600 feet east of siding at Black Rock.

Derail installed on Mill Spur, Cochran, fifty feet east of Lift Bridge. See that this derail is set to derail before using this track and handle no cars west of derail.

RULE 221. The light will not be displayed in train order signals at following stations, except when train orders are to be delivered:

Banks
Enright
Rockaway
Mt. Angel
West Scio
Marcola
Bay City
Buxton
Foss
Garibaldi
Silverton
Philomath
Toledo
Brownsville
Cochran
Wheeler
Carlton
Lyons
Summit
Monroe
Sheridan
Falls City
Coquille
Myrtle Point

RULE 516. Overlap posts affecting trains are located:

Eastward trains: Latham, 1700 feet west of signal 6252.
Swain, 1900 feet east of signal 6594 or opposite fouling point of storage track.
East Milwaukie, 500 feet west of east switch.
Westward trains: Reed, 1740 feet east of west switch.

RULE 827. Eastward freight trains will stop for inspection at Cruzatte, Wicopee, McCredie Springs and Timber, except that when stop is made at Fields of ten minutes or more inspection will be made there instead of Wicopee. Westward freight trains will stop at Hugo and Mayo. Between other points maximum distance any freight train may run without stopping for inspection will be between points where stops are made to take water, providing such stops are not greater than 50 miles apart. Freight trains not permitted to run more than 50 miles without stopping for inspection.

USE OF RETAINERS

Retainers will be used on descending grades as follows:

Cascade Summit-Oakridge Glendale-Grants Pass		1 valve for every 140 Ms in train.
Timber-Enright Black Rock-Falls City		1 valve for every 100 Ms in train.
Tunnel 25-Buxton Summit-Nashville		1 valve for every 120 Ms in train.
Divide-Comstock Rice Hill-M.P. 594 Rice Hill-M.P. 602	Freight trains only	1 valve for every 150 Ms in train.

Speed of trains must not exceed TWENTY-FIVE (25) MILES per hour. For the first FIVE (5) MILES the time consumed in traveling any one mile must not be less than THREE (3) MINUTES. This will not be authority to exceed specified speed restrictions.

Freight and work trains passing Cochran must be given a retainer test by car inspectors when on duty and by trainmen when car inspectors are not on duty. Trains must not leave Cochran with more than one retainer in ten inoperative.

Gross tonnage of any freight train must not exceed 100 Ms per operative brake between Timber and Belding.

AIR BRAKE TESTS

Running tests must be made as follows:

Before descending grades east and west of Dimmick, Tunnel 9, Tunnel 8, east of Rice Hill, west of Divide and east of Cascade Summit.

Eastward passenger trains, for Dimmick, leaving Grants Pass; for Tunnel 9, at home signal east of Hugo; for Tunnel 8, through Wolf Creek; for Rice Hill on curves west of Isadora.

Westward passenger trains, for Tunnel 8, leaving Glendale; for Tunnel 9, through Leland, east of station; for Dimmick, through Merlin.

Eastward passenger trains before passing Clay Street.

Marshfield Subdivision—One mile east and west of Siuslaw River Bridge Cushman, Umpqua River Bridge at Reedsport, Coos Bay Bridge between Coos and North Bend, Coalbank Slough at Marshfield.

Newberg Branch—East and west of Rex.

Tillamook Branch—Eastward trains before descending grade east of Tunnel 25.

Standing air brake tests must be made on eastward freight trains at Cascade Summit, eastward trains at Bertha, and all trains at Cochran.

Between Cascade Summit and Oakridge an emergency hose must be applied on eastward freight trains at the most accessible place between the 8th and 15th cars from the head end.

When helper engine is in train, after rear end test has been made, the leading engine must not attempt to start until the helper engine has whistled off. The helper engine must not whistle off until receiving a signal from rear, which will not be given before the air pressure on caboose gauge indicates 70 pounds.

When air hose has been separated and pressure in rear of train has leaked below 70 pounds, as indicated on caboose gauge, before starting train, signal must be given from rear end. In order to carry out these instructions, a trainman must be stationed so as to observe caboose gauge.

Air brakes on two adjoining cars must not be cut out leaving any station where cars can be separated.

Freight cars must not be handled EAST of WEST switch at Bertha except when coupled to engine and air brakes operative. All switching at Bertha must be done at WEST switch and on siding and spur, and all cars not coupled to engine with air brakes operative must be under protection of derail at all times. After switching is completed, air hose must be coupled and rear end test made before switch is set for main track.

Standing air brake test will be made one minute before passenger trains leave Union Station, Portland, as follows: Air inspector will attach gauge to rear end of train and give four blasts of air signal from rear car. Enginemen will make full service application. Inspector will note fall of pipe pressure and then signal engineman to release by four blasts of air signal. If pressure comes up on brake pipe on rear end to the standard carried, conductor will be advised that train is ready to proceed. Passenger trains leaving Portland will not make running test until after crossing Willamette River Bridge. Rear brakeman of westward passenger trains making running test after crossing Willamette River Bridge, Portland, per Rule 16, Rules and Regulations Governing Care and Operation of Air Brake and Air Signal Apparatus, must signal enginemen by use of signal whistle.

When passing over Willamette River Bridge, Portland, a trainman will remain at rear of train in position to apply emergency brake if necessary.

AUTOMATIC BLOCK SYSTEM

Between signal bridge west of train order office, Brooklyn, and Clay St., trains stopped by signals 7666, 7672, 7678, 7686, 7693, 7687, 7679 or 7673 may then proceed with caution not exceeding 12 miles per hour, to next clear distant or home signal. Flagman need not precede train.

All trains run with caution in non-block signal territory between Clay St. and east approach of Willamette River Bridge, Portland; also within yard limits Cascade Summit.

Salem—Signal 7182 governs movements out of siding to main track when both switches are lined for that purpose. Signals 7184 and 7185 are for main line movements only. Switch for T. Kay Woolen Mill will be normally lined for spur.

Lemrock—Dwarf signal 7191 on Falls City Branch governs movements of trains from Falls City Branch.

Normal indication of home signal at Willsburg Junction on Milwaukie Branch is stop. If signal does not clear after switch is lined for diverging route be governed by Rule 509.

When a Milwaukie Branch train is stopped by signal 7657 and opposing train is standing on main track clear of junction switch at Willsburg Junction, it may proceed immediately with caution, not exceeding 12 miles per hour to junction switch, providing track is seen to be clear to that switch.

Eastward main line trains holding meet or waiting for opposing trains to enter Milwaukie Branch at Willsburg Junction will stop West of signal 7646 west of Willsburg Junction.

Eastward trains occupying main track at East Milwaukie to be met will stop west of sign reading "Overlap," located left side of track 500 feet west of east switch.

Eugene Yard—Signal 6487 governs movement of westward trains from yard tracks to main track. Signal indicates proceed only when both switches are lined for movement from yard to main track and block is unoccupied.

Springfield—Dwarf signal 6196 on Woodburn-Springfield Branch governs movements of trains from Woodburn-Springfield Branch.

Mohawk Jct.—Dwarf signal 6180 on Wendling Branch governs movements of trains from Wendling Branch.

Oregon Electric Junction Lebanon is protected by automatic signals 6888 and 6891. Signal 6889 on Oregon Electric is normal at stop and will clear only after derail and main line switch is lined for O. E. If signal does not clear, Rule 509 governs. Derail and switch should not be operated unless indicators show clear.

Approaches to tunnels Nos. 13, 15, 16 and 19, Marshfield subdivision are protected by block signals.

At Ashland, trains or engines stopped by signals 4293 or 4297 may proceed with caution not exceeding 12 miles per hour.

Eastward trains holding main track at Coos to meet a westward train, will stop west of block signal located between switches of siding, unless train to be met is on the siding.

INTERLOCKING

SPRINGFIELD JCT.—Interlocking limits extend from Signal 6447, east of junction switch, and Signals 6208 on Cascade Line and 6446 on Siskiyou Line. Top arm of Signal 6447 will govern route to Cascade Line, lower arm to Siskiyou Line.

SPOKANE, PORTLAND & SEATTLE RY. CROSSING between Main and Madison Sts., Portland.

WILLAMETTE VALLEY RAILROAD CROSSING just east of Oregon City.

HAWTHORNE AVENUE, PORTLAND, between Clay St. and East Madison St.

WILLAMETTE RIVER BRIDGE between East Portland and Portland.

NORTHERN PACIFIC TERMINAL COMPANY YARD, Portland.

WILLAMETTE RIVER BRIDGE, between Albany and North Albany.

SIUSLAW RIVER BRIDGE, just east of Cushman.

UMPQUA RIVER BRIDGE, between Gardiner and Reedsport.

COOS BAY BRIDGE, between Coos and North Bend.

WILLAMETTE RIVER BRIDGE, between Salem and Pinckney.

OREGON ELECTRIC RY. CROSSING between Tigard and Robinson.

Railroad Crossings not interlocked.

Eugene Yard and Seneca	O. E. Crossing
Albany Yard	O. E. Crossings
Johnson and Norway	G. H. Chaney Logging R. R.
Gerlinger	Falls City Branch
Dallas	Monmouth Branch
Salem	O. E. Crossings on Trade Street
Pinckney and Lemrock	O. E. Crossings M.P. 719.4 and M.P. 719.7
Beaverton	O. E. Crossing
Hillsboro, Range Street	O. E. Crossing
Rames and Liberal	W. V. R. Crossing

at which trains will stop before crossing and be governed by Rule 14 (B). When trains stop on crossings not protected by interlocking signals the other line must be protected per Rule 99.

INTERLOCKING—Continued

At W. V. R. crossing just east of Oregon City the normal position of the signals and derailers governing the Interlocking Plant are proceed and derailers closed for Southern Pacific trains. When these signals are at "Stop," the Conductor or person in charge of the train must send two flagmen ahead in order to pass signals, and after careful inspection, when it is known there is no one in the Interlocking station to operate the plant, and that the signals are at stop and derailers governing the movement of W. V. R. trains are set to derail, and that derailers on either side of the crossing governing Southern Pacific trains are closed and route known to be clear for Southern Pacific trains, flagman will give "proceed" signal.

At railroad crossing with the Willamette Valley Railway east of Liberal, between sunset and sunrise, and during the day when the view is obscure due to fog or any other condition, flagmen must be sent in each direction a sufficient distance on the Willamette Valley Railway to insure full protection of the movement over the crossing.

Crossing with Oregon Electric at Tigard is controlled by automatic signals, normal position stop. A train approaching on either line will cause signals to change to proceed position provided no train is occupying the circuit on opposite line. If signal does not give proceed indication to train approaching crossing, train must be preceded by flagman and train must not move beyond signal in stop position until it receives proceed signal from flagman at railroad crossing, and flagman must not give proceed signal until satisfied that any approaching train on opposite line has stopped.

At Hawthorne Ave., Portland, hand signals permitted by Rule 628 may be given by signal operator in tower to move through interlocking plant.

Interlocking plant Willamette River Bridge between East Portland and Portland is governed by O. W. R. R. & N. rules, which Rules are identical with Southern Pacific Rules. United Railway tracks cross both main tracks at the center of Front Street between Willamette River Bridge and Union Station, Portland. Movements over United Railway tracks are protected by connection with interlocking signals governing movement over O.-W. R. R. & N. main tracks.

The following whistle signals will be used for movements through interlocking plant:

To Portland, one long.
To Albina, one long, one short.
To S. P. Main Line, one short, one long.
To Graham (Sulivan Gulch Line), two long.
To East Second St., two short, one long.
To S. P. Yard, one short, one long, one short.
To Transfer Track, one long, one short, one long.

MISCELLANEOUS

Portland Union Station.—Trainmen and Enginemen are subject to the rules and regulations of the Northern Pacific Terminal Co.

Pulp siding is private track and must not be used for meeting trains between 8 a. m. and 5 p. m. on week days.

At Salem, Falls City Branch trains use main track between Lemrock and Salem. Such trains must call operator Salem on telephone from Lemrock and obtain permission to proceed to Salem. Operator Salem when permitting this move must hold all opposing trains until the train arrives.

In making up trains main line movement, consisting of loads and empties, a sufficient number of empties must be placed on head end of train when construction of cars will permit in order to equalize braking power. Wood frame cars must in all cases be placed behind loads in rear of train. This will not apply to branch line freight trains, to locals of less than forty cars or to trains picking up and setting out at stations between Brooklyn and Eugene.

Markers must be kept burning on trains between Lawler and Cascade Summit.

Trains switching at Oakridge must have engine on East end of cars being switched, except when switching on siding where moves are protected by derail.

Helper engines should be cut in at Oakridge behind forty-eight cars, but in all cases ahead of all wooden underframe cars. In the event train consists of only forty-eight cars or less, helper engines should be cut in ahead of six cars, including caboose, and ahead of all wooden frame cars.

Westward freight trains taking water at Carter, McCredie Springs, Wicopee and Cruzatte, will spot road engine without detaching from train. When this has been accomplished, engineer on road engine will make a 15-pound brake pipe reduction. When such reduction is noted by engineers of helper engines in rear of train, both helper engines will cut off and back up to water spout. Engineer of lead helper engine will indicate to brakeman when to cut off. After cutting helper engines off, brakeman must secure rear portion of train ahead of helpers with sufficient hand brakes to hold train. Helper engines after taking water must return to train and couple up immediately. If any work found necessary on engines or train, it must be done after helpers are recoupled to train. Engineer on road engine, when helpers are detached, must note carefully brake pipe pressure. When pressure leaks below 55 pounds, he must immediately recharge brake pipe.

Between Eugene and Ashland, all helpers of freight trains will be put in train behind 75 per cent of tonnage of train.

When necessary to leave cars on siding at Cochran they must be placed 200 feet west of west crossover switch.

Use caution from end of long trestle to new sawmill on down-town track at Tillamook. Engines must not run on high-line trestle spur.

At Wilkesboro, S. P. & S. log trains operate on overhead crossing of Southern Pacific tracks. Southern Pacific trains will stop before passing under the S. P. & S. track while log trains are passing on overhead crossing in either direction.

Car limit on descending grades between Westimber and Belding fifty cars with one Consolidation on head end, thirty-five cars with one small 2900 Class Engine on head end. Sixty cars Westimber to Buxton with Consolidation or large 2900 Class Engine on head end.

Trains should have sufficient water leaving Wheeler and Tillamook making it unnecessary to take water between these points.

Two or more engines coupled must not operate over truss bridges between Geer and Coburg.

Pacific Spruce Company have permission to move their engine between their sawmill and their logging road within yard limits at Toledo. Keep a sharp lookout for this engine.

At Newberg, Spaulding Lumber Co. have permission to move their engine on main track in yard limits, trains will keep sharp lookout for this engine. Wye track at Newberg cannot be used.

Single wire line between Marshfield and Myrtle Point is telegraphone line and all concerned are cautioned not to use the high voltage line on opposite side of track.

When cars are left on grades not protected with derailers they must be chained to rail.

Dead engines in trains will be handled on head end not more than eight or ten cars from road engine, except on Tillamook Branch dead logging engines will be handled at least five cars ahead of caboose.

It is not permissible to handle K. & J. cars in mixed trains.

SIDINGS

Cascade Summit {East siding (Lake Side).
{West siding (Station Side, on right going west).
Oakridge—No. 1 Track—Passenger Trains.
No. 2 Track—Eastward freight trains.
No. 3 Track—Westward freight trains.
Junction City—No. 1 Track.
Brooklyn—Track "A."
Reedsport—New Track, opposite Passenger Station.
Johnson—Siding on hill on east side of track.
Myrtle Point—House Track.
Oswego—Track opposite station between west switch and connection to main track.
McMinnville—Track on west side main track opposite passenger station.
Whiteson—Siding, opposite Station.
Burgess—Track east of station signboard.
Cochran—Long track between east switch and connection to main track west of station.

Engines over 200,000 lbs. on drivers will not operate over tracks listed below:

MEDFORD
(Big Pines Spur)
(Clark-Henry Track)
(Connection leading to Clark-Henry Track)
(Old Jacksonville Ry. track)

GLENDALE
(Oil Spur)

MYRTLE CREEK
(Standard Oil Spur)
(Shell Oil Spur)

DOLE
(House Track)

ROSEBURG
(Rip Track)
(Kenny Spur)

SUTHERLIN
(Stock Yard Track)

OAKLAND
(House Track)

DEADY
(Spur Track)

LATHAM
(Yard Track)
(Chambers Spur)

GOSHEN
(House Track)

EUGENE
(Jennings Spur)
(House Track)
(Woolen Mill Spur)
(Gas Spur)

SPRINGFIELD
Woodburn-Springfield Wye
Booth-Kelly Tracks
High Line Log Spur
Flour Mill Spur

HEMLOCK
(Western Lbr. Co. Spur)
(Gravel Spur)

Engines weighing over 122,000 lbs. on drivers must not operate over siding at Cedar Point, Johnson track Coquille, and over connection between high-line and No. 4 track and the high-line track in Marshfield yards.

4300 to 5000 class engines should not use siding between east switch and crossover switch Rogue River and when taking siding at Central Point should use the crossover switch west of station instead of extreme west switch.

LOCATION OF WATER TANKS BETWEEN STATIONS

Main Line:
M. P. 536.2

Marshfield Branch:
M. P. 780.8

Mill City Branch:
M. P. 738.9

Yaquina Branch:
M. P. 750.2

West Side Branch:
M. P. 661.8
M. P. 673.9

Tillamook Branch:
M. P. 803.3
M. P. 818.5
M. P. 827.7

Newberg Branch:
M. P. 768.6

COMMERCIAL TRACKS NOT OTHERWISE SHOWN ON TIME TABLE

All tracks are connected at both ends unless otherwise specified.

Medford Subdivision:

Rosenberg Bros.	M.P.439.6—4 cars (spur)
Rock Point	M. P. 459.4—4 cars

Brooklyn Subdivision

Main Line:

Hawley Pulp and Paper Co.	M. P. 752.2—27 cars
Haskell	M. P. 761.0—7 cars

Woodburn-Springfield Branch:

Chestnut	M. P. 650.5—3 cars (spur)
Wilkins	M. P. 656.5—6 cars (spur)
Twin Buttes	M. P. 667.6—3 cars (spur)
R.L.Stanwood	M. P. 671.0—5 cars
Linn	M. P. 674.3—3 cars (spur)
Irvinville	M. P. 685.5—11 cars
C.W.Paper Co.	M. P. 687.9—30 cars (spur)
Balm	M. P. 696.5—10 cars (spur)
Shaff	M. P. 709.9—4 cars
Baron	M. P. 732.6—10 cars (spur)

Yaquina Line

Bittner Plug Lbr. Co.	M. P. 764.5—3 cars (spur)

Tigard Branch:

Ironhill	M. P. 782—7 cars

West Side Branch:

F. R. & S. A. Johnson	M. P. 774.5—3 cars (spur)
Seitters	M. P. 734.3—5 cars (spur)

Falls City Branch:

Brophy	M. P. 724.4—2 cars (spur)
Dutch Creek	M. P. 743.8—8 cars

Willamina Branch:

Shell Oil Co.	M. P. 745.4—2 cars (spur)
S. F. York Lumber Co.	M. P. 745.7—4 cars (spur)

Tillamook Branch:

Wilkesboro Brick and Tile Co.	M. P. 773.5—3 cars (spur)
L. H. Timber Co.	M. P. 804.6—17 cars
Ripple	M. P. 809.4—11 cars
Stonehill	M. P. 826.1—30 cars
Hammond Tillamook Lbr. Co.	M. P. 812.8—13 cars (spur)

Marshfield Subdivision

McCormac	M. P. 770.5—62 cars
Basin	M. P. 783.4—20 cars (spur)

SPEED RESTRICTIONS

Trains must not exceed the speed in miles per hour shown below:

Page	Between	Passenger	Freight	Engines Running Backward
2	Ashland—Medford	45	30	20
2	Medford—Grants Pass	50	35	20
2	Grants Pass—M. P. 481.3	35	20	15
2	M. P. 481.3—M. P. 485.3	50	35	20
2	M. P. 485.3—Glendale	35	20	15
2	Glendale—Reuben	45	20	20
2	Reuben—M. P. 539.4	28	20	15
2	M. P. 539.4—Roseburg	50	35	15
2	Roseburg—M. P. 594	50	30	15
2	M. P. 594—M. P. 602	25	20	15
2	M. P. 602—Comstock	50	30	15
2	Comstock—Divide	25	20	15
2–3	Divide—Eugene	50	30	20
3	Crescent Lake—Cascade Summit	60	35	20
3	Cascade Summit—Heather	30	20	15
3	Heather—Oakridge	30	25	15
3	Oakridge—Natron	45	35	20
3	Natron—Springfield	50	35	20
3	Springfield—Springfield Jct	35	30	15
3	Mohawk Junction—Wendling	25	18	12
4–5	Eugene—Hito	60	40	20
4–5	Hito—Portland	50	35	15
6	Eugene—Noti	45	30	15
6	Noti-Marshfield	35	25	15
6	Marshfield—Myrtle Point	18	18	10
6	Myrtle Point—Powers	25	18	15
7	Woodburn—Geer	25	25	15
7	Geer—Balm	30	20	15
7	Balm—Lebanon	35	20	15
7	Lebanon—Springfield	30	25	15
7	Page—Tallman	30	25	20
7	Salem—Geer	35	25	15
7	Albany—Philomath	35	20	18
7	Philomath—Yaquina	25	18	12
8	Shelburn—Gates	25	18	15
8	Gates—Idanha	20	15	12
8	Willsburg Junction—Wilsonia	40	30	20
8	Cook—Beaverton	40	30	20
8	Bertha—St. Joseph	50	30	20
9	Jefferson Street—Oswego	50	20	15
9	Oswego—Middleton	50	30	15
9	Middleton—Springbrook	20	15	10
9–10	Springbrook—Corvallis	50	30	20
10	Corvallis—Transfer	40	30	20
10	Alpine Junction—Glenbrook	18	18	12
10	Bailey Junction—Dawson	18	18	12
11	Hillsboro—Banks	45	30	20
11	Banks—Buxton	35	20	15
11	Buxton—Timber	25	15	10
11	Timber—Enright	20	15	10
11	Enright—Wheeler	25	18	10
11	Wheeler—Tillamook	35	20	12
11	Canby—Molalla	30	20	20
12	Dallas—Monmouth	25	18	15
12	Broadmead—Perrydale	25	18	15
12	Salem—Dallas	35	20	15
12	Dallas—Falls City	30	18	12
12	Falls City—Black Rock	20	15	10
12	Whiteson—Willamina	25	18	15

SPEED OF TRAINS THROUGH CITY LIMITS.

	Miles per hour		Miles per hour
Medford	16	North Bend	25
Central Point—5 a. m. to 10 p. m.	20	Marshfield	15
Roseburg	15	Lebanon	12
Yoncalla	25	Milwaukie	12
Cottage Grove	25	Oswego	10
Creswell	20	Newberg	20
Eugene	15	LaFayette	15
Junction City	20	Beaverton	8
Harrisburg—5 a. m. to 10 p. m.	20	Hillsboro	15
Halsey	20	Cornelius	12
Albany	12	Forest Grove	15
Turner	35	Gaston	15
Salem	20	Carlton	10
Gervais—6 a. m. to 9 p. m.	25	McMinnville	12
Woodburn	25	Independence	12
Hubbard	25	Corvallis	15
Aurora—5 a. m. to 10 p. m. Westward	25	Monmouth	12
Eastward	20	Dallas	12
Portland	10		

SPEED TABLE

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10.00	24	2.30	37	1.37	49	1.13
8	7.30	25	2.24	38	1.34	50	1.12
10	6.00	26	2.18	39	1.33	51	1.10
12	5.00	27	2.13	40	1.30	52	1.09
15	4.00	28	2.08	41	1.27	53	1.08
16	3.45	29	2.04	42	1.25	54	1.06
17	3.31	30	2.00	43	1.23	55	1.05
18	3.20	31	1.56	44	1.21	56	1.04
19	3.09	32	1.52	45	1.20	57	1.03
20	3.00	33	1.49	46	1.18	58	1.02
21	2.51	34	1.45	47	1.16	59	1.01
22	2.43	35	1.42	48	1.15	60	1.00
23	2.36	36	1.40				

MAXIMUM SPEED

F-4-5 and Consolidation Engines 45 miles per hour.

Mallet Engines class AC-1-2-3-4-5-6 40 miles per hour.

Engines with tenders of less than 9000 gallons capacity 50 miles per hour.

Speed limit for light engines, or engines running with caboose only:

	Miles Per Hour
Yard and other engines with pilots removed or not equipped with engine or pony trucks	20
Engines with drivers 50 inches diameter or less	30
F-4-5, Consolidations and Mallet AC-1-2-3-4-5-6	35
Other engines	40

Light engines must not exceed 25 miles per hour between Corvallis and Transfer.

Engines operated coupled tender to tender must not exceed speed permitted engines running backwards.

Disabled engines will be governed by following restrictions:

When main rod only is removed..............................30 miles per hour
When side rods only are removed..............................30 miles per hour
When both main and side rods are removed..............20 miles per hour

F-4-5 type engines must not exceed 6 miles per hour backing through switches.

On curves of 7 to 10 degrees, trains must not exceed 28 miles per hour; 10 to 12 degrees, 20 miles per hour; over 12 degrees, 15 miles per hour, except that where F-3600 or 3700 class engines are operated, trains must not exceed 25 miles per hour on 10 degree curves; 20 miles per hour on curves 10° 30′ to and including 12° 30′; 15 miles per hour on curves 12° 30′ to and including 15 degrees, and 12 miles per hour on curves 15 to 17 degrees.

Trains handling steam relief outfit must not exceed 25 miles per hour on main line between Ashland and Portland, Crescent Lake and Eugene, and 18 miles per hour on other lines.

Maximum speed allowed trains handling logs loaded on flat or logging cars is twenty (20) miles per hour unless otherwise restricted, and must not exceed fifteen (15) miles per hour over truss bridges, around curves of over six degrees, and passing through stations and tunnels.

Trains must not exceed 15 miles per hour passing through sidings on Main line and 12 miles per hour through sidings on other lines.

Wooden passenger cars, when used in main line service, must be equipped with steel center sills and steel platforms, except

(a) Wooden baggage, express and other head-end cars not so equipped may be used, when entire consist of train is composed of such equipment, or may be handled on head end of passenger trains, provided consist thereof does not exceed seven cars, and inspection indicates movement can be made with entire safety.

(b) Wooden passenger-carrying cars not so equipped may be used in local passenger trains and in local extras, operated account Holiday or excursion traffic, provided speed of such extras is restricted to forty miles per hour. When consist of local regular or extra trains contain both wooden and steel passenger-carrying cars, the wooden equipment must be kept together and on the rear.

MEDFORD SUBDIVISION

Medford—Reduce to 10 miles per hour over Main Street crossing.

Passenger trains reduce to 20 miles per hour and freight trains to 15 miles per hour on 12 degree curves between Tunnel No. 5 and west switch at Brandt and on 12 degree curve between culvert 527-E and culvert 528-A.

AC Class engines not exceed 6 miles per hour on house track at Green and track 4 Glendale.

SPRINGFIELD SUBDIVISION

Springfield Jct.—Reduce to 15 miles per hour entering or leaving Siskiyou Line.

Divide—4300 Class engines must not use wye.

Crescent Lake and Odell Lake—Maximum speed of passenger trains on curves 50 miles per hour.

Odell Lake and Cascade Summit—Maximum speed of passenger trains on curves 45 miles per hour.

Natron and Springfield—Maximum speed of passenger trains on curves 45 miles per hour.

BROOKLYN SUBDIVISION—MAIN LINE

Eugene and Hito—Maximum speed of passenger trains on curves, 50 miles per hour.

Woodburn—Engines 3600 to 3768, inclusive, and 4300 class, must not use west leg of wye or west end of tracks leading off east leg of wye.

Pulp—4300 class engines must not use siding.

W. V. R. Crossing—Reduce to 20 miles per hour over crossing.

Brooklyn—Reduce to 15 miles per hour passing shop buildings.

East Morrison St. and Portland—Reduce to 15 miles per hour within interlocking plant, East Portland, over crossing frog east end Willamette River bridge, and over Willamette River bridge, and to 6 miles per hour between Willamette River bridge and Union Station, Portland. 4300 and 4400 class engines restricted to 6 miles per hour over Willamette River bridge, Portland, and around curve approaching bridge.

YAQUINA BRANCH

Reduce to 15 miles per hour through tunnels and over Willamette River, Albany.

NEWBERG BRANCH

Oswego and Goodin—Trains handling logs reduce to 20 miles per hour.

Cook—Reduce to 20 miles per hour over Junction switch.

WEST SIDE BRANCH

Monroe—Engines 122,000 lbs. or over on drivers must not use brick yard track.

FALLS CITY BRANCH

Salem—Reduce to 12 miles per hour on 24 degree curve between east end Union Street and Lemrock and to 15 miles per hour over Willamette River bridge.

Nesmith—Reduce to 10 miles per hour over highway crossing.

Buman Rock Spur—2900 class engines reduce to 8 miles per hour.

TILLAMOOK BRANCH

Cochran and Mayo—Westward trains reduce to 12 miles per hour over Wolf Creek Bridge at west end of tunnel 27 M. P. 803.6.

MARSHFIELD SUBDIVISION

Eugene and Walton—Engines running backward permitted to make 20 miles per hour on tangent track.

Reduce to 10 miles per hour on draw spans Coos Bay, Coalbank Slough and Baker Creek Bridge No. 10, Coquille Bridges 1, 2, 5, 7, 8, 9, 12, 13, and tunnel 1 between Myrtle Point and Powers.

Trains handling logs must stop before entering tunnels 14 and 20 westward and 13 and 18 eastward and at Coos to inspect condition of loads, and not exceed 8 miles per hour between North Bend and Anderson Ave., Marshfield.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE.

EMPLOYES ARE WARNED THAT IT IS DANGEROUS TO STAND ERECT ON TOP OF CARS OR TO RIDE ON SIDES OF CARS WHILE PASSING THESE POINTS, AND THAT THEY MUST PROTECT THEMSELVES FROM INJURY.

All water tanks and water columns have impaired side clearance at spout.

MEDFORD SUBDIVISION

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
490	Hugo-Leland	Tunnel No. 9	16.7	4.1
505	Wolf Creek-Glendale	Tunnel No. 8	16.0	4.1
514	Reuben-Brandt	Tunnel No. 7	16.3	4.8
514	" "	Tunnel No. 6	15.2	4.7
515	" "	Tunnel No. 5	16.1	4.5
516	" "	Tunnel No. 4	16.3	4.9
518	Brandt-West Fork	Tunnel No. 3	17.1	5.0
518	5180 feet East	Rock Cut		5.4
521	Brandt-West Fork	Tunnel No. 2	17.0	4.8
521-A	" " "	Cow Creek	20.5	
521-C	West Fork-Cow Creek	West Fork Creek Crossing	21.8	4.7
523	4490 feet East	Rock Cut		5.2
525	125 " "	" "		5.8
526	3700 " "	" "		5.7
526	3865 " "	" "		5.3
526	4785 " "	" "		5.2
528	600 " "	" "		5.4
530.8	Cow Creek-Peck	Tunnel No. 1	16.4	4.8
539	1450 feet East	Rock Cut		5.5

SPRINGFIELD SUBDIVISION—ROSEBURG-SPRINGFIELD JCT.

Veatch—Loading slip and loading device on spur constitutes impaired overhead clearance when in loading position. See that it is raised and locked to proper clearance before placing cars.

CASCADE LINE

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
537.8	Cascade Summit-Abernathy	Tunnel No. 3	20.5	5.6
544.3	Abernathy-Cruzatte	Tunnel No. 4	20.5	5.6
545.2	" "	Tunnel No. 5 and Rock Shed	20.5	5.6
546.5	Cruzatte-Frazier	Tunnel No. 6	20.5	5.6
547.1	" "	Tunnel No. 7	20.5	5.6
547.7	" "	Tunnel No. 8	20.5	5.6
548.3	" "	Tunnel No. 9	20.5	5.6
548.6	" "	Tunnel No. 10 } and Rock Shed	20.5	5.6
548.8	" "	Tunnel No. 11 } and Rock Shed	20.5	5.6
549.3	" "	Tunnel No. 12 and Rock Shed	20.5	5.6
550.0	" "	Tunnel No. 13	20.5	5.6
551.8	Frazier-Fields	Tunnel No. 14	20.5	5.6
553.9	" "	Tunnel No. 15	20.5	5.6
556.0	Fields-Wicopee	Tunnel No. 16	20.5	5.6
557.1	" "	Tunnel No. 17	20.5	5.6
557.8	" "	Tunnel No. 18	20.5	5.6
558.6	" "	Tunnel No. 19	20.5	5.6
560.9	Wicopee-Heather	Tunnel No. 20	20.5	5.6
572.1	McCredie Springs-Pryor	Tunnel No. 21	20.5	5.6
581.8	Oakridge-West Fir	Tunnel No. 22	19.5	5.0
584.5	Hemlock-Lookout	Tunnel No. 23	19.7	5.3
587.2	Lookout-Lawler	Tunnel No. 24	20.0	5.6

Cruzatte, Frazier and Fields—Mallet engines will not clear man riding on side of car between switches.

WENDLING BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
649-F	Hendricks-Yarnell	McKenzie River Crossing	19.5	
651-B	" "	Mohawk River Crossing	20.6	4.8
659-C	Wendling-Hyland	" " "	18.5	4.6

TILLAMOOK BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
789.6	Walcott-Hulbert	Tunnel No. 25	20.6	
801.8	Cochran-Mayo	Tunnel No. 26	20.0	4.8
803.6	" "	Tunnel No. 27	20.2	5.0
805.7	Mayo-Enright	Tunnel No. 28	20.6	
806.2	" "	Tunnel No. 29	20.2	
806.5	" "	Tunnel No. 30	20.5	
807.5	" "	Tunnel No. 31	20.0	
807.9	" "	Tunnel No. 32	19.9	
808.2	" "	Tunnel No. 33	20.5	
808.5	" "	Tunnel No. 34	20.3	
809.9	" "	Tunnel No. 35	20.2	
810.7	" "	Tunnel No. 36	20.7	
815-E	Salmonberry-Wakefield	1st Crossing Nehalem River	21.3	4.6
830-F	Foley-Mohler	2nd " " "	19.8	
846-H	Miami-Bay City	Miami River Crossing	21.6	4.9
848-O	" " "	Tunnel No. 37	20.0	
852-F	Idaville-Juno	Kelchis River Crossing	21.6	4.9
854-B	Juno-Tillamook	Wilson River Crossing	20.0	

BROOKLYN SUBDIVISION—MAIN LINE

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
757-E	Park Place-Clackamas	Clackamas River Crossing	20.0	4.4
699-A	Millersburg-Jefferson	North Santiam River Crossing	21.8	4.9

MOLALLA BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
751-B	Kraft-Scott	Molalla River Crossing		4.8

MILL CITY BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
714		Rock Cut		5.2
724	300 feet East	" "		5.6
732		" "		5.1
736	2040 feet West	" "		5.8
736	3240 "	" "		4.4
737		" "		5.4
737	2000 feet West	" "		5.2
737	2300 " "	" "		4.8
737	3000 " "	" "		3.8
738		" "		4.8
738	2000 " "	" "		5.3
738	3000 " "	" "		4.4
738	3600 " "	" "		5.8
739		" "		5.2
739	2500 " "	" "		4.3
739	3000 " "	" "		4.8
740	2300 " "	" "		5.8
741	300 " "	" "		5.6
743	90 " "	" "		5.8
743	700 " "	" "		5.6
744.3	Granite Mountain-Detroit	Breitenbush River Crossing		4.7
745	350 feet West	Rock Cut		5.8
747	600 " "	" "		5.4
750	700 " " (both sides)	" "		5.8

NEWBERG BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
774.4	Jefferson Street	Overhead Road Crossing	21.0	
774.5	" "	O. E. Overhead Crossing	21.2	
762-B	Tualatin-Galbreath	Tualatin River Crossing	21.1	

WEST SIDE BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
758-D	Forest Grove Detour	Gales Creek Crossing		4.6
731-C	McMinnville-Whiteson	South Yamhill River Crossing	19.5	4.4
702-D	Parker-Suver	Luckiamute River Crossing	18.4	4.4

Glenbrook—Platform on siding has impaired side clearance.

WILLAMINA BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
745-E	Sheridan-Shipley	South Yamhill River Crossing		4.4
	Willamina	Willamina Clay Products Co	18.4	

FALLS CITY BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
719-A	Pickney-Lemrock	Willamette River Crossing	21.6	4.9
742-D	Falls City-Black Rock	1st Cross'g Little Luckiamute R.		4.7
743	3700 feet East	Rock Cut		4.3
744-C	Falls City-Black Rock	3rd Cross'g Little Luckiamute R.		4.8
744-E	" " " "	4th " " " "		4.9
747-B	Black Rock-End of Line	6th " " " "		4.7

WOODBURN—SPRINGFIELD BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
706-D	Shelburn-N. Santiam	North Santiam River Crossing	19.5	4.7
701-B	West Scio-Gilkey	Thomas Creek Crossing	21.7	4.9
698-H	Gaines-Crabtree	Crabtree Creek Crossing	20.4	4.5
671-F	Brownsville-Twin Buttes	Calapooia River Crossing		4.5
650-D	Chestnut-Armitage	McKenzie River Crossing	18.5	

YAQUINA BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
691-G	Albany	First Street Crossing		4.5
691-I	Albany-North Albany	Willamette River Crossing	20.9	4.4
711-C	Noon-Wrens	1st Crossing Marys River	18.4	4.2
712-C	" "	2nd " " "		4.9
713-H	" "	4th " " "		4.3
714.4	" "	5th " " "		4.8
715.0	1000 feet East	Rock Cut		4.6
716-C	Wrens-Russell	6th Crossing Marys River		4.4
717-B	Russell-Harris	7th " " "		4.7
718-I	Harris-Alder	8th " " "		4.6
719-C	" "	9th " " "		4.4
719-F	" "	10th " " "		4.7
720-B	" "	11th " " "		4.7
720-F	" "	12th " " "		4.6
720.8	" "	13th " " "		4.6
720-K	" "	14th " " "		4.7
730.3	Summit-Nashville	Tunnel No. 22	16.1	3.2
732.0	" "	Tunnel No. 23	16.1	3.7
739.2	Nortons-Eddyville	3rd Crossing Yaquina River		4.7
739.4	" "	4th " " "		4.5
739-F	" "	5th " " "		4.6
743-C	" "	6th " " "		4.7
745-G	Eddyville-Chitwood	7th " " "		4.8
751.3	Chitwood-Morrison	8th " " "		4.5
751-B	" "	9th " " "		4.4
751.8	" "	10th " " "		4.6
752.2	" "	11th " " "		4.9
752.4	" "	Tunnel No. 24	16.4	4.0
752.5	" "	12th Crossing Yaquina River		4.4
752-J	" "	14th " " "		4.3
752-M	" "	15th " " "		4.8

Blow pipe over spur track Flynn creates overhead impaired clearance. Cars must not be handled beyond this pipe.

MARSHFIELD SUBDIVISION

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
664.9	Sailor-Noti	2nd Crossing Long Tom Creek		4.7
669.5	Vaughn-Flagg	Tunnel No. 13	19.6	5.1
681.1	Globe-Austa	Tunnel No. 14	19.7	5.4
720.7	Siboco-Canary	Tunnel No. 15	19.8	5.4
721.5	Canary-Siltcoos	Tunnel No. 16	19.8	5.3
727.7	Ada-Booth	Tunnel No. 17	20.0	5.5
734.5	Kroll-Brenham	Tunnel No. 18	19.7	5.4
745.6	Tharp-Willard	Tunnel No. 19	19.9	5.4
750.1	Bufo-Lakeside	Tunnel No. 20	19.9	5.5
751.2	" "	Tunnel No. 21	20.0	5.5
763.9	Coos-North Bend	Coos Bay Crossing		4.4
793.6	Norway-Myrtle Point	1st Crossing Coquille River	20.2	
796.2	Myrtle Point-Broadbent	Coquille River Bridge (1)	20.2	4.6
797.6	" " "	" " " (2)	20.2	4.6
800.1	Broadbent-Warner	" " " (5)	20.2	4.6
801.2	" "	" " " (7)	20.2	4.2
802.3	Warner-Emmons	" " " (8)	18.7	3.8
808.2	Gaylord-Fensler	Rowland Creek Bridge (9)	20.2	4.6
808.7	" "	Tunnel No. 1		4.6
811.6	Fensler-Powers	Coquille River Bridge (12)	20.2	4.6

Train and enginemen are cautioned to watch closely for impaired clearance signs.

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	All Steel	Steel Underframe	Wood
Baggage—60 ft.	93,070		
" —66 ft	127,610		
" —70 ft.	122,620		
" —70 ft. (with Auto. End Door)	125,800		
" —(Dynamo)	98,730		
"		87,120	81,120
Baggage and Mail—60 ft.	103,620		
" " " —69 ft.	124,760		
" " " —70 ft.	129,140		
" " "		103,590	99,200
Baggage and Passenger	108,675	112,640	76,320
Express Refr.—N.P.Ry.		74,000	60,000
" " —G.N.Ry			70,000
" " —A.R.E. No. 40- 154		78,000	
" " — " " 155- 224		89,000	
" " — " " 500- 506		110,000	
" " — " " 1101-1175		85,000	
" " —P.F.E. " 500- 799		83,000	
Tea and Silk			48,180
Express, Horse	133,050		81,033
Postal	112,120		
Postal Storage—40 ft.	74,530		
" " —60 ft.	105,120		
Club	146,210	122,300	
Official	170,700	155,370	109,370
Chair—60 ft.	100,620		84,740
" —74 ft.	163,900		
Coaches—60 ft.	98,130		
" —70 ft.	137,640		
" —72 ft.	139,660		
" —73 ft.	148,040		
" —72 ft. (Interurban)	120,000		
"			81,210
All-Day Lunch—Chair	105,970		
" " —Coach	103,875		
Cafe Coach		138,600	
Diner—70 ft.		135,930	131,040
" —72 ft.	155,330	146,930	134,530
" —77 ft. (Arch Type Roof)	156,000		
" —77 ft. (Clere Story Roof)	161,520	165,530	
" —79 ft.	169,100		
" —80 ft.	175,200		
Cafe Parlor	148,950	161,200	
Lounge	173,000		
Observation—75 ft.	154,400		
" —77 ft.	173,300		
"		141,870	121,300
Pullman—Observation	164,600	153,000	
" —Observation Lounge	171,200		
" —Lounge	168,700		
" —Parlor	155,600	147,500	
" —Bedroom Car	167,600		
" —Standard Sleeper	164,600	144,000	
" —Tourist	140,600	133,000	
Rail Car—Gas-Electric, 400 H.P.	158,400		
" —Gas-Electric, 600 H.P.	167,200		
" —McKeen—55 ft.	64,140		
" — " —70 ft.	71,530		
Observation (Open Top)			62,000

Side clearance of bridges authorized by Public Service Commission of Oregon is 5 feet from rail. All bridges having less clearance than 5 feet from rail are noted above.

The clearance shown as height above top of rail is for 9 feet wide or 4 feet 6 inches each side of center line of track.

Side clearance from rail is for all points between 4 feet and 14 feet above top of rail.

Revised January, 1929

RATING OF LOCOMOTIVES—PORTLAND DIVISION

IN Ms OF 1000 LBS. BACK OF TENDER

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Brooklyn to E. Milwaukee Clackamas to Oregon City Coalca to Canby Aurora to Hito	Salem to Eugene Yard Barlow to Canby Oregon City to Clackamas	Eugene Yard to Salem	E. Milwaukee to Clackamas Oregon City to Coalca Canby to Aurora Hito to Salem Salem to Barlow Canby to Oregon City Clackamas to Brooklyn	Eugene Yard to Drain Single Drain to Roseburg	Roseburg to Divide		Divide to Eugene Yard	Roseburg to Grants Pass Helper 1.0 West Fork to Glendale Helper 2.0 Glendale to Grants Pass	Grants Pass to Ashland		Ashland to Grants Pass	Grants Pass to Glendale	Glendale to Roseburg	Eugene Yard to Oakridge	Oakridge to Crescent Lake	Crescent Lake to Eugene Yard
				Single	Single	Single	Single	Helper 2.0	Helper 1.0	Helper 2.0	Single		Single	Helper 1.0	Single	Helper 2.0	Single	Single	Single	Single
T-22	T-57 18/24 94	2001	160	1350	1950	2100	2250	1550	1350	1950	2400	1350	1150	2150	1900	1450	1950	....	....	....
T-16	T-57 18/24 76	2019	160	1350	2000	2100	2300	1600	1350	1950	2400	1350	1150	2150	1900	1450	2000	....	....	....
T-16	T-57 18/24 85	2040, 2073, 2082, 2095	165	1400	2050	2200	2350	1650	1400	2000	2500	1400	1200	2200	2000	1500	2050	....	....	....
T-11	T-63 18/24 86	2127	160	1200	1800	1900	2050	1450	1200	1750	2200	1200	1000	1900	1750	1300	1800	....	....	....
T-11	T-57 18/24 81	2131, 2133	160	1350	2000	2100	2300	1600	1350	1950	2400	1350	1150	2150	1900	1450	2000	....	....	....
T-10	T-57 18/24 92	2135	160																	
T-10	T-57 18/24 86	2137 to 2151	160																	
T- 9	T-57 18/24 83	2160 to 2165, 2171, 2173	160																	
T-8, 9	T-57 18/24 95	2166, 2174	160																	
T- 9	T-57 18/24 92	2170, 2172	170	1450	2100	2250	2450	1700	1450	2050	2600	1450	1250	2300	2050	1550	2100	....	....	....
T- 7	T-57 18/24 88	2185	160	1350	2000	2100	2300	1600	1350	1950	2400	1350	1150	2150	1900	1450	2000	....	....	....
T- 3	T-69 20/26 113	2215 to 2219	180	1650	2450	2600	2800	1950	1650	2400	3000	1650	1400	2650	2400	1800	2450	....	....	....
T- 2	T-63 19/24 105	2221 to 2234	160	1300	1950	2100	2250	1550	1350	1900	2400	1350	1150	2100	1900	1450	1950	....	....	....
T- 1	T-63 20/26 112	2235 to 2273	180	1850	2700	2900	3150	2200	1900	2650	3300	1850	1600	2950	2650	2000	2700	....	....	....
T-25	T-69 20/28 134	2275 to 2280	200	2000	3000	3150	3400	2400	2050	2900	3650	2000	1750	3200	2900	2200	3000	....	....	....
T-26	T-69 21/28 152-S	2283 to 2300	200	2350	3150	3450	3950	2750	2350	3350	4150	2350	2000	3700	3350	2550	3450	2350	1000	3200
T-28, 31	T-63 22/28 162-S	2311 to 2362	210	3000	4050	4350	5100	3500	3000	4250	5300	3000	2550	4700	4250	3250	4350	3000	1300	4100
T-32	T-69 23/28 174-S	2363 to 2384	210																	
C-9, 10	C-57 22/30 200-SF	2513 to 2599, 2752 to 2860	210	3350	4500	4850	5700	3900	3400	4750	5900	3350	2850	5250	4750	3650	4850	3400	1450	4550
T-9, 10	C-57 22/30 194-S																			
C- 8	C-57 22/30 192-S	2698 to 2751																		
C- 5	C-57 22/30 187-S	2624 to 2679																		
C- 5	C-57 22/30 185-S	2680 to 2693																		
C- 5	C-57 22/30 180	2624 to 2679	200	3000	4350	4650	5100	3500	3050	4250	5300	3000	2600	4700	4250	3250	4350	....	....	....
C- 5	C-57 22/30 178	2680 to 2693																		
C- 2	C-57 22/34 172	2600 to 2611	185	2900	4250	4500	5000	3400	2950	4150	5150	2900	2500	4600	4150	3150	4250	....	....	....
C- 2	C-57 22/34 180-S	2600 to 2611	190	3050	4250	4500	5150	3550	3100	4300	5400	3050	2650	4800	4300	3300	4450	....	....	....
TW- 1	TW-54 22/26 147	2900 to 2913	180	2550	3700	3950	4300	3000	2550	3600	4500	2550	2200	4000	3600	2750	3700	....	....	....
TW- 8	TW-54 21/32 155	2914 to 2923	180																	
TW- 8	TW-54 21/32 161-S	2914 to 2923	190																	
TW- 7	TW-56 20/30 120	2925	160	1950	2850	3000	3300	2300	1950	2750	3450	1950	1700	3050	2750	2100	2650	....	....	....
TW- 4	TW-56 20/30 114	2926																		
TW- 4	TW-56 20/30 120	2928, 2930, 2931																		
TW- 4	TW-56 20/30 122	2927, 2929																		
TW- 3	TW-50 20/26 120	2932 to 2945	170	2100	3100	3300	3600	2500	2150	3000	3750	2100	1800	3350	3000	2300	3100	....	....	....
TW- 2	TW-50 20/26 118	2946 to 2953																		
TW- 6	TW-50 20/26 111	2954, 2957	160	2000	2950	3100	3400	2350	2050	2850	3550	2000	1750	3150	2850	2200	2950	....	....	....
MK-2, 4	MK-57 $23\frac{3}{4}/30$ 206-S	3200 to 3240	210	3950	5300	5750	7000	....	....	....	....	....	....	....	....	....	....	3950	1700	5400
MK-2, 4	MK-57 $23\frac{3}{4}/30$ 206-SF																			
F-4, 5	F-63 $29\frac{1}{2}/32$ 306/B-61-SF	3668 to 3763	200	5600	7550	8000	9500	6500	5600	....	8000	5500	4800	....	7900	6000	8000	5650	2400	7650
F- 5	F-63 $29\frac{1}{2}/32$ 306/B-62-SF	3764 to 3768																		
AC-1, 2, 3	AC-57 $\frac{22}{3}\text{-}\frac{22}{0}$ 441-SF	4000 to 4048	200	6450	8000	8000	10950	7450	6450	....	8000	6350	5500	....	8000	6900	8000	6250	2800	8000
MT-1, 3, 4, 5	MT-73 28/30 246/B-60-SF.	4300 to 4366	210	4800	6350	7300	8150	5550	5200	6700	8000	4700	4050	7150	7100	5100	7300	4450	1900	6100
Allowance for Empty and Underloaded Cars		Less than 40 Ms.		6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
		40 to 50 Ms.		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
		More than 50 Ms.		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

CLASS "E"—Eight-Wheelers
"T"—Ten-wheelers
"M"—Moguls
"MK"—Mikado
"C"—Consolidation
"TW"—Twelve-wheelers
"A"—Atlantic Type
"F"—Two-ten-two Type
"AC"—Articulated Consolidation
"MM"—Mallet Mogul
"MT"—Mountain Type

Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers: C-57 $\frac{22}{30}$ 187.

RATING OF LOCOMOTIVES IN Ms

CLASSIFICATION	ENGINE NUMBERS	Brooklyn to Gaston	Gaston to Eugene Yard	Eugene Yard to Gaston	Gaston to Brooklyn	Brooklyn to Sherwood	Sherwood to Springbrook	Springbrook to Perrydale	Dallas to Monmouth	Monmouth to Springbrook	Springbrook to Sherwood	Sherwood to Brooklyn	Broadmead to Willamina	Willamina to Broadmead	Hillsboro to Buxton	Buxton to Timber	Timber to Enright	Enright to Tillamook	Tillamook to Salmonberry	Salmonberry to Enright	Timber to Buxton	Buxton to Hillsboro
T-63 18/24 86	2127	1050	900	1050	1500	1100	550	1130	850	1130	525	1500	1060	780	......	......	......	......	......	......	......	......
T-57 18/24 74 to 80	2019, 2039, 2073, 2082, 2095	1250	1000	1200	1600	1250	650	1470	950	1250	625	1600	1300	850	1200	500	300	1500	700	......	850	1500
T-57 18/24 81 to 94	2001, 2131 to 2152, 2161, 2171, 2172, 2185																					
T-57 18/24 99	2174																					
T-63 19/24 105	2225, 2229	1500	1400	1590	2250	1500	880	1590	......	......	840	2000	......	......	1750	610	400	F	1750	900	1100	F
T-63 20/26 112	2247, 2255, 2266, 2271																					
T-69 20/26 113	2219																					
TW-50 20/26 111 to 120	2932 to 2957	1750	1650	1700	2400	1750	1000	1700	......	......	1000	2400	......	1700	2000	700	500	F	2700	1250	1250	F
TW-56 20/30 114 to 122	2925 to 2931																					
TW-54 22/26 147	2900 to 2913, Sat	2400	2290	2575	3220	......	......	......	......	......	......	......	......	2000	2280	950	570	2850	2900	1300	1620	2850
TW-54 21/32 155	2914, 2915, 2920, 2922, Sat																					
TW-54 21/32 161	2916, 2917, 2918, 2919, 2921, Super		......	......	......	......	......	......	......	......	......	......	......	......	2520	1050	630	3150	3050	1450	1790	3150
C-57 22/30 192S to 194S	2513 to 2599, 2698 to 2860	3100	2520	2970	3960	3100	1470	3630	2390	3100	1600	3960	3250	2160	2970	1250	850	3710	3500	1850	2400	3710

CLASSIFICATION	ENGINE NUMBERS	Eugene to Sailor Rainrock to Mayfield Mayfield to Rainrock Sailor to Eugene	Sailor to Flagg Rainrock to Vaughn	Vaughn to Sailor Flagg to Rainrock	Canby to Molalla	Woodburn to Geer	Geer to Aumsville	Aumsville to Springfield	Springfield to Aumsville	Aumsville to Geer	Geer to Woodburn	Mohawk Jct. to Wendling	Wendling to Mohawk Jct.	Geer to Salem	Salem to Falls City	Dallas to M.P. 735.5	M.P. 735.5 to Falls City	Falls City to Black Rock	Teats to M.P. 735.5	Black Rock to Teats M.P. 735.5 to Dallas	Dallas to Salem	Albany to Yaquina	Yaquina to Albany	Albany to Idanha	Idanha to Albany	Albany to Lebanon	Lebanon to Albany
T-63 18/24 86	2127	2250	1650	5000	1180	1180	550	1060	1780	790	1580	1750	1950	1180	700	......	......	220	......	......	900	780	500	630	790	1680	1780
T-57 18/24 74 to 80	2019, 2039, 2073, 2082, 2095	2450	1800	5500	1280	1280	600	1200	1880	850	1680	1850	2050	1280	......	......	......	......	......	......	......	850	590	800	900	1780	1880
T-57 18/24 81 to 94	2001, 2131 to 2152, 2161, 2171, 2172, 2185																										
T-57 18/24 99	2174																										
T-63 19/24 105	2225, 2229	3100	2300	5500	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......
T-63 20/26 112	2247, 2255, 2266, 2271																										
T-69 20/26 113	2219																										
TW-50 20/26 111 to 120	2932 to 2957	3500	2650	6000	......	......	......	......	......	......	......	......	......	......	......	1200	2500	580	1800	4000	1650	1500	890	......	......	2670	2820
TW-56 20/30 114 to 122	2925 to 2931																										
TW-54 22/26 147	2900 to 2913	4650	3450	8000	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	3380	3570
TW-54 21/32 155	2914 to 2923, Sat	5200	3900	8000	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......
TW-54 21/32 161S	2914 to 2923, Super																										
C-57 22/30 185 to 200	2513 to 2599, 2698 to 2860	6050	4500	8000	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

CLASS "C"—Consolidation engine "M"—Moguls "MK"—Mikado "E"—Eight-wheelers
"T"—Ten-wheelers "TW"—Twelve-wheelers "P"—Pacific Type

Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers: $\text{C-57}\frac{22}{30}187$

LIST OF SURGEONS, HOSPITAL DEPARTMENT

LOCATION	NAME	TITLE
San Francisco	Dr. W. B. Coffey	Chief Surgeon and Manager.
Ashland	Dr. F. G. Swedenburg	District Surgeon.
Ashland	Dr. Ernest A. Woods	Assistant District Surgeon.
Medford	Dr. J. C. Hayes	District Surgeon.
Medford	Dr. E. B. Pickel	Consulting Surgeon.
Medford	Dr. J. J. Emmons	Oculist and Aurist.
Gold Hill	Dr. W. P. Chisholm	District Surgeon.
Grants Pass	Dr. C. Joyce Moser	District Surgeon.
Grants Pass	Dr. W. A. Moser	Assistant District Surgeon.
Grants Pass	Dr. C. B. Marks	Oculist and Aurist.
Glendale	Dr. A. J. Fawcett	District Surgeon.
Myrtle Creek	Dr. J. C. Maxson	District Surgeon.
Roseburg	Dr. E. J. Wainscott	District Surgeon.
Roseburg	Dr. E. V. Hoover	District Surgeon.
Sutherlin	Dr. I. A. Dunlap	Emergency Surgeon.
Oakland	Dr. B. F. Devore	Assistant District Surgeon.
Yoncala	Dr. R. F. McKaig	District Surgeon.
Drain	Dr. Bertha L. Devore	Emergency Surgeon.
Cottage Grove	Dr. B. R. Job	Assistant District Surgeon.
Springfield	Dr. W. H. Pollard	District Surgeon.
Springfield	Dr. Eugene Kester	District Surgeon.
Oakridge	Dr. Grant J. Gray	District Surgeon.
Westfir	Dr. J. A. Benson	District Surgeon.
Wendling	Dr. C. H. Atwood	Emergency Surgeon.
Eugene	Dr. W. Kuykendall	District Surgeon.
Eugene	Dr. Geo. P. Winchell	Assistant District Surgeon.
Eugene	Dr. W. B. Neal	Assistant District Surgeon.
Eugene	Dr. P. J. Bartle	Assistant District Surgeon.
Eugene	Dr. Merle G. Howard	Consulting Surgeon.
Eugene	Dr. O. R. Gullion	Oculist and Aurist.
Eugene	Dr. D. C. Stanard	Assistant Oculist and Aurist.
Junction City	Dr. H. R. Allumbaugh	Dist. Physician and Surgeon.
Halsey	Dr. T. I. Marks	Emergency Surgeon.
Albany	Dr. F. E. Beauchamp	District Surgeon.
Albany	Dr. G. E. Fortmiller	Assistant District Surgeon.
Albany	Dr. A. Stark	Oculist and Aurist.
Jefferson	Dr. J. O. Van Winkle	District Surgeon.
Salem	Dr. Julius H. Garnjobst	District Surgeon.
Salem	Dr. E. S. Fortner	Assistant District Surgeon.
Salem	Dr. M. C. Findley	Oculist and Aurist.
Salem	Dr. B. L. Steeves	Associate Oculist and Aurist.
Salem	Dr. L. O. Clement	2d Asst. Oculist and Aurist.
Gervais	Dr. A. B. Adkinson	Emergency Surgeon.
Woodburn	Dr. E. S. Donelly	District Surgeon.
Aurora	Dr. B. F. Giesy	Emergency Surgeon.
Canby	Dr. H. A. Dedman	District Surgeon.
Oregon City	Dr. C. H. Meissner	District Surgeon.
East Portland	Dr. Geo. H. Buck	District Surgeon.
East Portland (Woodstock Dist.)	Dr. Joseph R. Mizner	District Surgeon
Portland	Dr. Geo. F. Wilson	Assistant to Chief Surgeon.
Portland	Dr. A. L. Berkley	Division Surgeon.
Portland	Dr. E. M. Anderson	District Surgeon.
Portland	Dr. R. F. Davis	Oculist and Aurist.
Portland	Dr. J. F. Dickson	Oculist and Aurist.
Veneta	Dr. O. L. Asher	Emergency Surgeon.
Reedsport	Dr. Chas. Billington	District Surgeon.
North Bend	Dr. Russell Keizer	District Surgeon.
North Bend	Dr. Dean P. Crowell	Assistant District Surgeon.
Marshfield	Dr. E. Mingus	District Surgeon.
Marshfield	Dr. G. E. Dix	Assistant District Surgeon.
Marshfield	Dr. O. K. Wolf	Oculist and Aurist.
Coquille	Dr. James Richmond	District Surgeon.
Myrtle Point	Dr. R. Harrison Mast	Emergency Surgeon.
Silverton	Dr. R. E. Kleinsorge	District Surgeon.
Aumsville	Dr. Chas. Brewer	District Surgeon.
Scio	Dr. A. G. Prill	District Surgeon.
Lebanon	Dr. J. C. Booth	District Surgeon.
Lebanon	Dr. Norman E. Irvine	Associate District Surgeon.
Brownsville	Dr. F. A. Paden	District Surgeon.
Coburg	Dr. M. E. Jarnagin	District Surgeon.
Philomath	Dr. I. M. Smith	Dist. Surgeon and Physician.
Toledo	Dr. R. D. Burgess	District Surgeon.
Newport	Dr. W. S. Thurtell	Emergency Surgeon.
Mill City	Dr. W. W. Allen	District Surgeon.
Oswego	Dr. W. H. McDougal	Emergency Surgeon.
Sherwood	Dr. F. T. Rucker	Emergency Surgeon.
Newberg	Dr. John S. Rankin	Emergency Surgeon.
Newberg	Dr. Edw. A. Romig	Emergency Surgeon.
Beaverton	Dr. E. E. Mason	District Surgeon.
Hillsboro	Dr. J. O. Robb	District Surgeon.
Hillsboro	Dr. J. B. Dinsmore	Assistant District Surgeon.
Cornelius	Dr. E. J. Crowthers	Emergency Surgeon.
Forest Grove	Dr. H. C. Fortner	District Surgeon.
Carlton	Dr. A. D. Morrison	Emergency Surgeon.
McMinnville	Dr. W. H. Barendrick	District Surgeon.
McMinnville	Dr. E. H. Barendrick	District Surgeon.
Independence	Dr. Geo. C. Knott	District Surgeon.
Corvallis	Dr. W. T. Johnson	District Surgeon.
Corvallis	Dr. N. L. Tarter	Associate District Surgeon.
Monroe	Dr. E. Bennett	District Surgeon.
Sheridan	Dr. R. C. Field	District Surgeon.
Willamina	Dr. Roland Allen	Emergency Surgeon.
Dallas	Dr. A. B. Starbuck	District Surgeon.
Dallas	Dr. W. L. Pemberton	Assistant District Surgeon.
Falls City	Dr. C. P. Horn	District Surgeon.
Banks	Dr. R. M. Kines	District Surgeon.
Wheeler	Dr. H. E. Rinehart	District Surgeon.
Garibaldi	Dr. E. R. Huckleberry	District Surgeon.
Tillamook	Dr. Max R. Charlton	District Surgeon.
Molalla	Dr. E. R. Todd	Emergency Surgeon.

When employes, passengers or others are injured, call the nearest Company Surgeon, preferably District Surgeon. Emergency Surgeons are called only when patients cannot be sent to or await the arrival of District Surgeons.

When necessary to call Surgeons other than those regularly employed by the Company, it should be with the distinct understanding that their services will not be required after the arrival of Company Surgeon. Any officer of the Company is authorized to call Company Surgeons to attend the injured.

Main Lines

Ashland to Portland	S. P. Co.		339.80		
	O.-W. R. R. & N. Co.		.06		
	N. P. T. Co.		.26	340.12	
Natron to Odell Lake	C. P. Ry.			80.74	
Springfield Junction to Natron	S. P. Co.			7.05	
Total Main Line					427.91

Branches

Alpine	S. P. Co.	Alpine Jct. to Glenbrook		6.10	
Bellfountain	S. P. Co.	Bailey Jct. to Dawson		5.00	
Coos Bay	S. P. Co.	Eugene to Myrtle Point	147.75		
	C. B. L. Co. R. R.	Myrtle Point to Powers	18.78	166.53	
Falls City	S. P. Co.	Salem to Wye		28.35	
Geer	S. P. Co.	Salem to Geer		6.81	
Mill City	S. P. Co.	Shelburn to Idanha		45.67	
Milwaukie	S. P. Co.	Wilsonia to Willsburg Jct		3.06	
Molalla	S. P. Co.	Canby to Molalla		10.46	
Monmouth	S. P. Co.	Dallas to Monmouth		7.74	
Newberg	S. P. Co.	St. Joseph to Portland		36.71	
Perrydale	S. P. Co.	Broadmead to Perrydale		2.53	
Tallman	S. P. Co.	Page to Tallman		7.69	
Tigard	S. P. Co.	Beaverton to Cook		7.29	
Tillamook	S. P. Co.	Hillsboro to Tillamook		91.29	
Wendling	S. P. Co.	Mohawk Jct. to Wendling		15.73	
West Side	S. P. Co.	Transfer to Portland		128.40	
West Linn Elec. Line	S. P. Co.	Walling to Willamette		7.11	
Willamina	S. P. Co.	Whiteson to Willamina		19.77	
Woodburn-Springfield	S. P. Co.	Woodburn to Springfield		92.94	
Yaquina	S. P. Co.	Albany to Yaquina		82.06	
Total Branches					771.24
Total Portland Division					1199.15

When tramps or other trespassers are injured on the Company's Lines, they should be turned over to friends, or to city, county or other local relief authorities, after immediate necessary attention has been rendered by Company Surgeon.

LOCATION OF STRETCHERS

Ashland
Medford
Grants Pass
Roseburg
Drain
Eugene
Oakridge
Junction City
Albany
Salem
Woodburn
Brooklyn
Portland
(Yardmen's Hdqtrs.)
(East 1st & Oak Sts.)
Timber
Willamina
Corvallis

DIVISION HOSPITALS

Good Samaritan
St. Vincent's } Portland, Ore.

TRAINMASTERS

E. STROUD.......Portland, Ore.
H. E. ALLISON, Asst. Trainmaster.......Portland, Ore.
D. J. RUSSELL.......Eugene Yard, Ore.
G. H. KILBORN.......Roseburg, Ore.
R. C. HARDEN, Asst. Trainmaster.......Marshfield, Ore.

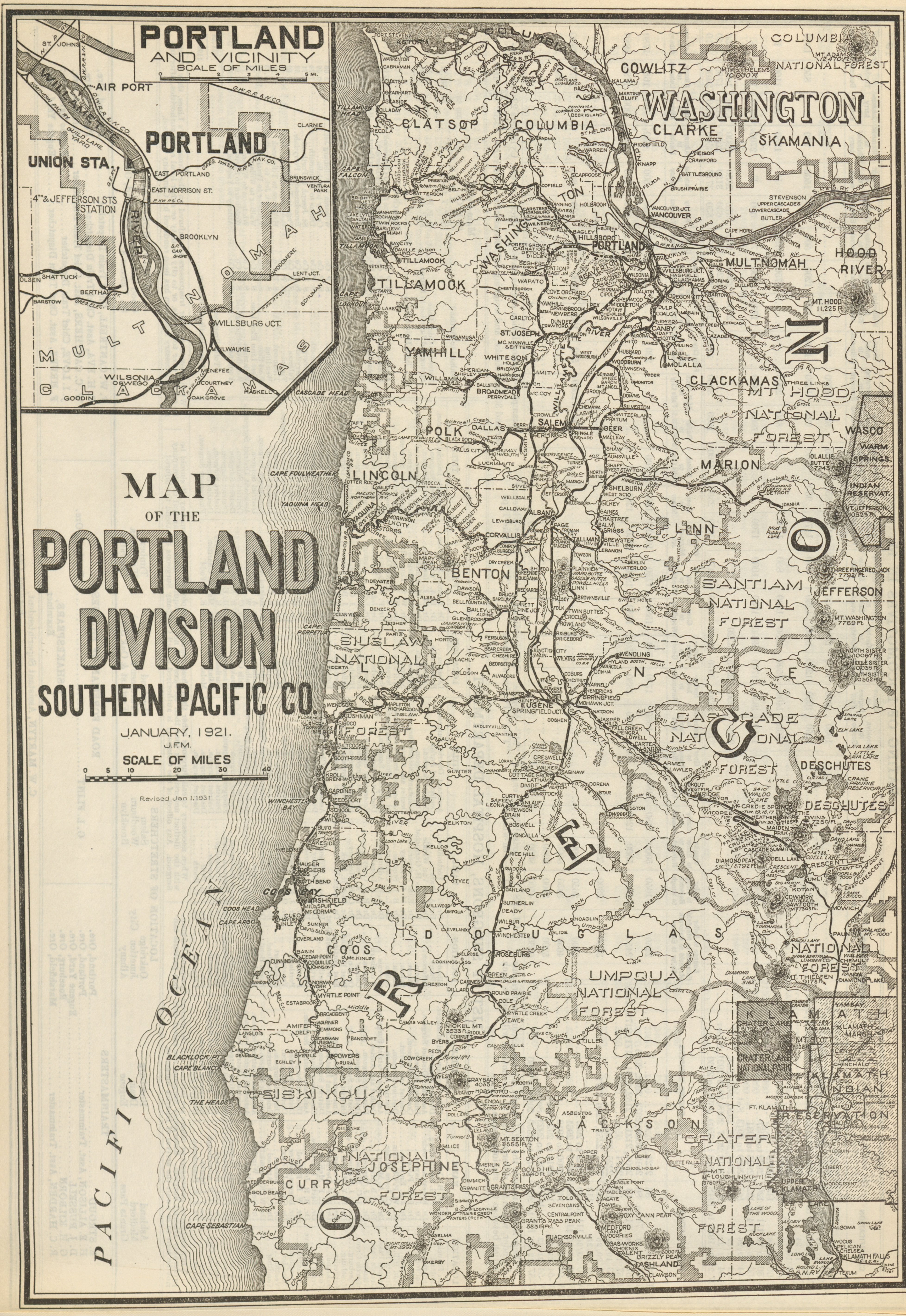
ROAD FOREMAN OF ENGINES

G. L. FLINT.......Portland, Ore.

J. SHAKESPEARE,
Examiner.

F. W. CANTRELL, Chief Train Dispatcher.......Portland, Ore.
C. H. EVA, Asst. Chief Train Dispatcher.......Portland, Ore.
W. C. CAUTHERS, Asst. Chief Train Dispatcher.......Portland, Ore.
J. I. LOVE, Chief Train Dispatcher.......Eugene Yard, Ore.
F. HRUBY, Asst. Chief Train Dispatcher.......Eugene Yard, Ore.

C. W. MARTYN, Assistant Superintendent,
Portland, Ore.



PORTLAND
AND VICINITY
SCALE OF MILES

MAP
OF THE
PORTLAND DIVISION
SOUTHERN PACIFIC CO.

JANUARY, 1921.
J.F.M.
SCALE OF MILES

Revised Jan 1.1931

0 1 2 3 4 5 MI.
ST. JOHNS
AIR PORT
WILLAMETTE
PORTLAND
UNION STA.
EAST PORTLAND
EAST MORRISON ST.
4TH & JEFFERSON STS STATION
RIVER
BROOKLYN
CLARNIE
BRUNSWICK
VENTURA PARK
WOODMERE
LENT JCT.
SCHUMAN
OLSEN
SHATTUCK
BERTHA
BARSTOW
WILLSBURG JCT.
MILWAUKIE
MENEFEE
WILSONIA
OSWEGO
COURTNEY
OAK GROVE
HASKELL
GOODIN
MULTNOMAH
CLACKAMAS
0 5 10 20 30 40
WASHINGTON
COLUMBIA
COLUMBIA NATIONAL FOREST
MT. ADAMS 12470 FT.
MT. ST. HELENS 10000 FT.
COWLITZ
CLARKE
SKAMANIA
ASTORIA
FORT STEVENS
SEASIDE
TILLAMOOK HEAD
CLATSOP
COLUMBIA
ST. HELENS
CAPE FALCON
WASHINGTON
HILLSBORO
PORTLAND
VANCOUVER
MULTNOMAH
HOOD RIVER
MT. HOOD 11,225 FT.
TILLAMOOK
CAPE LOOKOUT
YAMHILL
OREGON CITY
CLACKAMAS
MT. HOOD NATIONAL FOREST
CASCADE HEAD
POLK
DALLAS
SALEM
MARION
WASCO
WARM SPRINGS INDIAN RESERVAT.
MT. JEFFERSON 10523 FT.
CAPE FOULWEATHER
LINCOLN
YAQUINA HEAD
NEWPORT
YAQUINA
ALBANY
CORVALLIS
BENTON
LINN
SANTIAM NATIONAL FOREST
THREE FINGERED JACK 7792 FT.
JEFFERSON
MT. WASHINGTON 7769 FT.
CAPE PERPETUA
SIUSLAW NATIONAL FOREST
NORTH SISTER 10067 FT.
MIDDLE SISTER 10053 FT.
SOUTH SISTER 10352 FT.
EUGENE
SPRINGFIELD
CASCADE NATIONAL FOREST
DESCHUTES
WINCHESTER BAY
GARDINER
COTTAGE GROVE
DIVIDE
DRAIN
ODELL LAKE
CRESCENT LAKE
DIAMOND PEAK 8792 FT.
COOS BAY
NORTH BEND
MARSHFIELD
COOS HEAD
CAPE ARGO
DOUGLAS
ROSEBURG
COOS
MYRTLE POINT
UMPQUA NATIONAL FOREST
CRATER LAKE
MT. SCOTT
CRATER LAKE NATIONAL PARK
KLAMATH
KLAMATH MARSH
KLAMATH INDIAN RESERVATION
BLACKLOCK PT.
CAPE BLANCO
PORT ORFORD
THE HEADS
SISKIYOU
GRANTS PASS
JACKSON
CRATER NATIONAL FOREST
MT. McLOUGHLIN (MT. PITT)
JOSEPHINE NATIONAL FOREST
CURRY
GOLD BEACH
CAPE SEBASTIAN
MEDFORD
ASHLAND
GRIZZLY PEAK
UPPER KLAMATH LAKE
KLAMATH FALLS
PACIFIC OCEAN
OREGON